RUSS OLSON VOLUME 24 A&B

MINNEAPOLIS & NORTHERN RAILWAY

MPLS ANOKA & CUYUNA RAILWAY

Description

Information regarding the above-named rail companies covering Minneapolis to Anoka

Sub-divisions Within This Volume

- Addenda
- Minneapolis & Northern Railway 1913 – 1915
- Minneapolis Anoka & Cuyuna Range Railway 1915 – 1929
    - Track & Overhead Construction, Power Generation & Distribution, Operations
    - Equipment
- Minneapolis Anoka & Cuyuna Range Railroad 1929 – 1966
    - Northern Pump Company, Northern Ordnance Inc. 1943 -

ADDENDA

MINNEAPOLIS & NORTHERN RAILWAY
1913-1915

MINNEAPOLIS ANOKA & CUYUNA RANGE RAILWAY
1915-1929

MINNEAPOLIS ANOKA & CUYUNA RANGE RAILROAD
1929-1966

Minneapolis to Anoka

ADDENDA

MINNEAPOLIS & NORTHERN RY.

General History

Minneapolis & Anoka Electric Suburban Railway incorporated 1898, $50,000 capital.

2-17-1904: opposition to the electric line by Robbinsdale will force the road to the east side of the river.

8-8-1906: Anoka & Minneapolis Transportation Co. is operating an auto line on the west side of the river. Automobile buses are making regular trips from Anoka to Minneapolis, to the corner of Washington and Hennepin Avenues. Five round trips per day.

Anoka-Minneapolis Suburban Railway incorporated 3-30-1909. $50,000 capital.

Early 1912: Anoka-Minneapolis Suburban Railway Promotion Company was active. By July 1912 money was raised, franchises granted and some right-of-way purchased.

7-12-1912: Anoka-Minneapolis Suburban Railway sold its franchises to the Minneapolis & Northern Railway which had been incorporated in Maine with capital of $500,000. The new corporation was authorized to do business in Minnesota 8-15-1912.

12-12-1912: the M.&N. Ry. obtained right-of-way through Fridley and Coon Rapids to Anoka. Began construction of the track.

1912-1913: a few Duryea buses were in operation on the West River Road between Minneapolis, Osseo and Anoka by the firm of Girling-Warner.

The first McKeen car arrived 5-14-1913. Advertisement 6-11-1913: now open for passenger travel: five trains daily.

MINNEAPOLIS, ANOKA & CUYUNA RANGE RAILWAY

October 1, 1915 newspaper (Friday): electric cars begin operating Saturday. Seven daily round trips beginning at 6:40 a.m.

October 6, 1916 newspaper: mentioned new depot loop track to the new station.

OPERATIONS

A book of monthly accounting entries for the period January 1923 thru June 1925 indicated that:
--the trackage lease over the Mpls. St. Ry. was paid for at the rate of 3¢ per passenger;
--Electric Short Line Terminal Co. station rental was $250 per month.

EQUIPMENT

$12,601.63 was the exact purchase price of Electric Locomotive #100 from Central Warehouse Company in 1922.

MINNEAPOLIS ANOKA & CUYUNA RANGE RAILROAD

OPERATIONS

Minn. Railroad & Warehouse Commission: 4-16-1938 accident at the Hwy. 10 Riverview crossing, Anoka, killed one engineer who either "fell from locomotive" or "other causes".

"Twin City Lines Bus and Trolley News" January 1939 issue: an accident occurred recently at 2nd St. N.E. and Lowry Ave. A motorman on the Anoka car was killed while replacing the trolley. Be careful when you step off the car to replace the trolley, fix the furnace, or flag the crossing.

The tornado in Anoka occurred June 18, 1939. Kirt Blewett says the cars were turned on the Anoka wye. [redacted]

EQUIPMENT

Photograph Captions

#8 at the Anoka depot 3-20-1936: color orange.

#100 Anoka 1940: color yellow.

Kirt Blewett's photo of #100: color orange trimmed with green, including green roof.

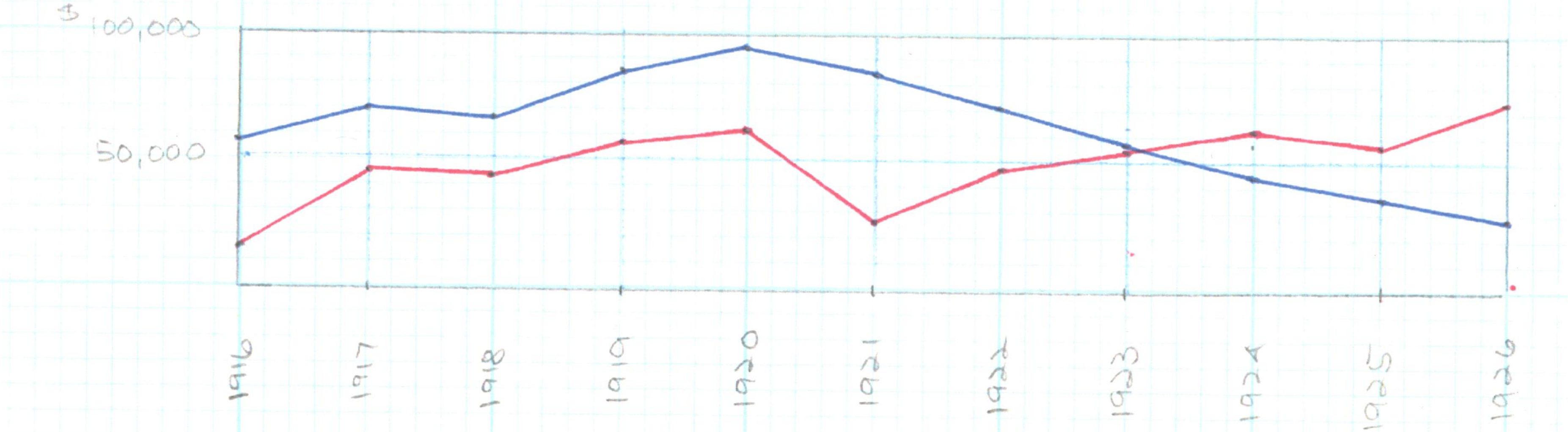
NORTHERN ORDNANCE INC.

EQUIPMENT

Passenger Cars #1-#3: TCRT Co. charged Northern Ordnance Inc. $32,258 for the rebuilding of the three cars. Photographs indicate that the controller handle line-breaker device was the General Electric Co. LB-4A.

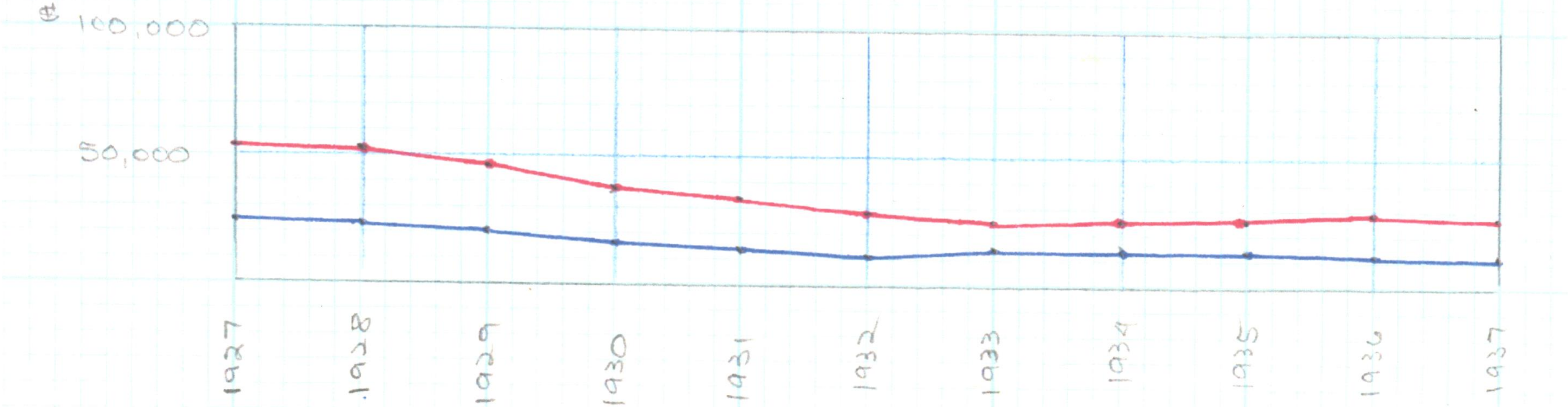
Snow Plow-Line Car #105: [redacted] #105 was sold in December 1947 to the Valley City Street & Interurban Railway for $8,000. After the purchase of that line by the Soo Line Railroad in 1953, #105 was dismantled by the Soo Line at Enderlin, N.D., in early 1954.

MINNEAPOLIS ANOKA & CUYUNA RANGE RY



PASSENGER - BAGGAGE - SPECIAL CAR REVENUE

FREIGHT - EXPRESS - MILK - SWITCHING - MAIL REVENUE



MINNEAPOLIS & NORTHERN RAILWAY 1913 - 1915

MINNEAPOLIS & NORTHERN RY.

GENERAL HISTORY

There were many proposals to connect Anoka and Minneapolis with something other than the steam railroads. All of these involved constructing a line on the west side of the Mississippi River. Starting points on the Minneapolis end ranged from Camden Place to Robbinsdale and Osseo. In 1906 auto buses of the Anoka & Minneapolis Transportation Co. were operating five daily round trips from Washington and Hennepin Avenues in Minneapolis to Anoka. Municipal opposition prevented actual construction.

Attention shifted to the east side of the Mississippi River which was sandier and less fertile, and consequently less populated. The Anoka-Minneapolis Suburban Railway was incorporated in March,1909, and succeeded in securing some franchises. The Minneapolis & Northern Railway was incorporated in Maine during 1912. In July of that year it acquired all of the franchises of the Anoka-Minneapolis Suburban Ry. and was authorized to do business in Minnesota. The M&N Ry. was able to secure sufficient funds to begin construction of the railway.

One record stated that freight service was begun January 25,1913, from 34th Ave. N.E. and Marshall St., Minneapolis, to Coon Rapids to aid in building the Coon Creek Dam, using a small steam locomotive. It was also reported that due to the unavailability of electricity a decision had been made to use McKeen gasoline-mechanical passenger motor cars. The line was completed May 30,1913, at a cost of $457,894.53. Trackage rights were obtained over the Minneapolis, Sault Ste. Marie & Atlantic Ry. (Soo Line) from a connection at 34th Ave. N.E. and Marshall St. to 42nd Ave.N. and Washington Ave. N. (Camden Place), all in Minneapolis. The line was opened for regular service June 10,1913. A celebration was held the next day at which officials of Minneapolis, Anoka, and the M&N Ry. attended. The population of Anoka at this time was 3,972 persons. The line was also attempting to encourage and develop freight traffic. For the planned freight operations a McKeen gasoline-mechanical freight locomotive was acquired in July,1913. When this locomotive arrived the M&N Ry. earned the notable distinction of being the first railroad in the U. S. operating both passenger and freight service exclusively with McKeen Motor Car Co. equipment.

Offices of the M&N Ry. were originally located at 839 Metropolitan Life Building, Minneapolis. They were moved in 1913 to 3900 Washington Ave. N. near the Camden Place terminal. Fred H. Hunter succeeded R. F. Malone as Vice-President and General Manager in October,1913. As will be explained in more detail in the section on OPERATIONS, the McKeen cars were giving a lot of mechanical trouble causing drastic curtailments of service resulting in loss of income. The Anoka newspaper reported that the M&N Ry. was hardly living up to expectations. The tightness of the bond market prevented the M&N Ry. from selling its mortgage bonds; as result contractors' claims could not be paid. The death of J. F. O'Neil, general contractor for construction of the railroad, added to the financial complications. On January 26,1914, the property was sold at an auction sale conducted by the Anoka County sheriff at the courthouse. Trustees for the creditors were the successful bidders for the property at $74,766.33. President George Heaton and Vice President F. H. Hunter stated that as soon as the bonds could be sold the company would be redeemed from the trustees; in the meantime it would be operated as usual.

Optimism continued to prevail. On February 10,1914, it was announced that an extension of the line northward to Ogilvie (60 miles) in Kanabec County as well as to points along the northwest shore of Lake Mille Lacs was being planned. The new company was listed as the Minneapolis, Mille Lacs & Northern Railway with F. H. Hunter as Vice President and General Manager. It was reported that an office was opened in St.Francis and that Marshall Roy, a Soo Line civil engineer was surveying the route. It was rumored that a small amount of grading was done in or near Anoka but nothing more was heard of the scheme.

The financial situation continued to deteriorate and the company entered receivership June 26, 1914. The Minnesota Loan & Trust Co. was appointed Receiver.

The Minnesota Railroad & Warehouse Commission annual report for the fiscal year ended June 30, 1914, yielded the following information. Offices were located at 42nd Ave. N. and Lyndale Ave. N. The railroad had 36 stockholders. Directors were as follows.

George Heaton	950 Lincoln Ave.	St.Paul
Fred H. Hunter	2421 Harriet Ave.	Minneapolis
L. H. Bolduc	1203 Plymouth Ave.	Minneapolis
R. W. Heaton	897 Fairmount St.	St.Paul
A. A. Kranhold	1214 James Ave. N.	Minneapolis
R. G. Crossley	3119 N. 57th St.	Benson, Nebraska
L. W. Merritt	Terminal Railroad Station	Portland, Maine.

Officers were:
Receiver: Minnesota Loan & Trust Co.
Chairman of the Board, President, Treasurer: George Heaton.
1st Vice President, Secretary, General Superintendent: Fred H. Hunter.
Auditor: R. G. Crossley.
Traffic Manager: A. A. Kranhold.

Fred H. Hunter was appointed Receiver December 18, 1914, as Minnesota Loan & Trust Co. had resigned.

A December,1914, issue of the Anoka newspaper, discussing the line's problems, claimed that the passenger motor cars were the main source of trouble, actually refusing to operate. It was impossible to run trains on time and often not at all. In self defense citizens had been compelled to use the steam railroads to reach their destinations. The officers of the M&N Ry. were held blameless; it was said they had put forth every effort to accommodate the public.

One report said that application had been made to the MRR&WC to discontinue operations for the winter but permission was received to suspend operations for only 30 days. The MRR&WC annual report states that on January 12,1915, the MRR&WC was petitioned for abandonment of the railroad. The Soo Line trackage rights were to expire January 17,1915. The contractors' liens were due to be foreclosed January 26,1915. A hearing was set for January 27,1915, but the petition was withdrawn due to purchase by the lienholders through foreclosure. Charles P. Bratnober, who had furnished the lumber for the timber trestles, purchased the equity of the other lienholders and became sole owner.

On February 12,1915, Mr. Bratnober, together with several officials of the M&N Ry. incorporated the Minneapolis, Anoka & Cuyuna Range Railway. On March 3,1915, the MA&CR Ry. purchased the M&N Ry. from Mr. Bratnober.

MINNEAPOLIS & NORTHERN RAILWAY
INCOME & EXPENSE STATEMENT
YEAR ENDED JUNE 30, 1914

OPERATING REVENUE		
Passenger	43,686	
Freight	29,712	
Express	317	
Switching	60	
Misc. Transportation	20	
Other Operating	170	
Total		73,966
OPERATING EXPENSE		
Maintenance of Way & Structures	(5,334)	
Maintenance of Equipment	(9,633)	
Traffic	(2,003)	
Transportation	(25,795)	
General & Miscellaneou	(5,416)	
Total		(48,182)
Operating Profit		25,784
Taxes		(3,509)
Interest		(19,323)
Net Profit (Loss)		2,952
Revenue Passengers		163,928

EMPLOYEES	
Officers	2
Office Clerks	1
Maintenance Superintendent	1
Maintenance Employees	12
Transportation Employees	7
Total	23

MINNEAPOLIS & NORTHERN RAILWAY

BALANCE SHEET

JUNE 30, 1914

ASSETS		
Road and Equipment	523,345	
Current Assets	6,841	
Other Assets	904	
Total		531,090

LIABILITIES AND CAPITAL		
Loans and Notes Payable	166,440	
Accounts Payable	144,754	
Accrued Liabilities	8,745	
Funded Debt (1)	-	
Capital Stock (2)	208,200	
Surplus	2,952	
Total		531,090

(1) Unissued	365,700
In Treasury-held as collateral security	84,300
Total 20 years @ 5%	450,000
(2) Authorized 5,000 shares @$100	500,000

MINNEAPOLIS & NORTHERN RAILWAY

COST OF ROAD AND EQUIPMENT

	Total Cost 6/30/1913	Additions	Deductions	Total Cost 6/30/1914
ROAD				
Engineering and Superintendence	3,123	1,520	(1,154)	3,488
Right of Way	26,072	2,082		28,154
Grading	79,822	1,125		80,947
Ties	14,529		(179)	14,350
Rails, Fastenings and Joints	43,964	954	(4,049)	40,869
Track Laying and Surfacing	38,123	2,368	(3,538)	36,953
Roadway Tools	442	59	(41)	460
Bridges, Trestles and Culverts	33,365	38	(41)	33,361
Crossings, Fences, Cattle Guards, Signs	6,501	595	(99)	6,997
General Office Building	235	206	(3)	438
Shops and Carhouses	103	1,946		2,049
Stations, Waiting Rooms, Misc. Buildings	976	2,529		3,505
Shop Equipment		76		76
Transportiing Men and Material	3			3
Subtotal	247,257	13,498	(9,104)	251,651
EQUIPMENT				
Cars	18,145	6,707	(6)	24,846
Locomotives	20,121	12,876	(1,000)	31,997
Other Rail Equipment	518	8		525
Miscellaneous Equipment	8			8
Subtotal	38,792	19,591	(1,006)	57,377
GENERAL				
Law Expenses	3,278	8,394		11,672
Interest	4,218	17,773	(266)	21,725
Taxes		3,133		3,133
Miscellaneous	214,572	285,534	(291,961)	208,145
Subtotal	222,067	314,834	(292,227)	244,675
Total Cost	508,116	347,924	(302,337)	553,703
Equipment Rented during Construction	3,554	6,901		10,455
Freight Revenue during Construction	(16,346)	(28,969)		(45,315)
Passenger Revenue during Construction	(4,271)	(30,587)		(34,859)
Station and Terminal Privileges Revenue during Construction		(64)		(64)
Operating Expenses during Construction	5,634	35,428	(1,636)	39,426
Grand Totals	496,687	330,633	(303,973)	523,345

TRACK CONSTRUCTION

An agreement dated 10-26-1912 with the Minnesota & North Wisconsin Railroad provided for the purchase of rails and fittings for 16 miles of track. "Carnegie 1901" is scrawled in pen and ink on the reverse side of one page. In MINNESOTA LOGGING RAILROADS by Frank A. King the M&NW RR ordered new 56 lb. rails from Carnegie Steel Corp. in 1901 to build its new railroad north from Scanlon. Forty miles had been completed by 1-1-1902. A 1926 inspection of the MA&CR Ry. reported generally 56 lb. rail (except for several carloads of rail in switches and sidings), largely Cambria 1882, Lorain 1900 and Carnegie 1903.

Right-of-way through Fridley, Coon Rapids and Anoka was completely secured by December 1912. J. L. Weaver of Anoka began grading from Fridley with several teams. Trestles were under construction over Rice Creek, Hoyt's Creek and Coon Creek. Construction of the 14.74 mile line was completed 5-30-1913. Trackage rights of .65 miles were obtained over the Soo Line from a connection at 34th Ave. N.E. and Marshall St. N.E. to 42nd Ave. N. and Lyndale Ave. N. (Camden Place), all within Minneapolis.

A spur track had been built to the construction site of the Coon Rapids Dam, a 2200 ft. wide structure across the Mississippi River being built during 1913-1914 by the Northern Mississippi Power Co., which also did the grading for the spur track during January-February 1913. Five hundred workmen were engaged on the $1,400,000 project which provided the M&N Ry. with considerable passenger traffic and some freight traffic as well.

The trestles were located at:

Fridley	Rice Creek	400 l.f. in length;
Coleman	Hoyt or Black Creek	223 l.f. in length;
Bryan	Coon Creek (*)	236 l.f. in length; and
Bryan	Coon Creek	456 l.f. in length.

(*) This trestle began 250 ft. north of Bryan Station.

Information from right-of-way maps dated 1910-1913 as summarized in the MA&CR Ry. Receiver's Notebook 1926-1930.

0+00	34th Ave. N.E. and Marshall St. N.E.
	Siding at Marshall St. N.E.
38+10	Spur track.
	Fridley passing track.
	Onaway passing track.
490+68	Spur track 1200 l.f. to a brick yard (Minnesota Paving Brick Co.?).
	Coon Rapids dam spur track.
	Shop tracks at Anoka.
778+80	End of track in Anoka.

July,1913: it was announced that a siding was to be constructed at the Anoka wye for freight service.

12-22-1913: St.Paul & Northern Pacific Ry. right-of-way between Rice St. and one-half block north of Becker St., Anoka: two-thirds of this right-of-way is occupied by the M&N Ry. (Was this an N.P. Ry. spur track to the gravel pit?)

The track mileage as of 6-30-1914 consisted of: first main track 14.74 miles, sidings 2.09 miles, total track owned 16.83 miles, trackage rights 0.65 miles, total track operated 17.48 miles.

OFFICIAL PUBLICATION

Of Ordinances and Resolutions Passed by the City Council of the City of Minneapolis at a Regular Meeting Thereof, Held October 31st, 1913.

(Published November 7th, 1913, in the Minneapolis Daily News.)

AN ORDINANCE

Granting to the Minneapolis & Northern Railway Company permission to connect a spur track with the spur track now owned by the City of Minneapolis on 37th avenue northeast, in said city, and to use such connection and spur track of the city for the transportation of goods, wares, merchandise, materials and supplies to and from the Great Northern Railway and Northern Pacific Railway, in said city.

The City Council of the City of Minneapolis do ordain as follows:

Section 1. Permission is hereby granted to the Minneapolis & Northern Railway Company, its successors and assigns, to connect a spur track of said company with the spur track now owned by the City of Minneapolis on 37th avenue northeast, in the City of Minneapolis, at a point about 150 feet east from the main line of said company, between Marshall street and the right of way of the Great Northern Railway Company, in the City of Minneapolis, said spur track so connected to extend in a curve northwesterly to a connection with the main line of said company in Anoka County, Minnesota, and to lay, maintain and operate said connection and use the said spur track of the City of Minneapolis from such point of connection to the connection thereof with the railway lines of the Great Northern Railway Company, when not in use by said city, for the transportation of goods, wares, merchandise, materials and supplies to and from said Great Northern Railway and Northern Pacific Railway in said city; provided, however, that should the grade of said 37th avenue northeast be at any time changed, the grade of said connection shall be so changed by said company as to conform to the grade of said avenue as fixed and required by the City Council of said city; and provided further, that no cars shall be allowed to stand on said 37th avenue northeast on said spur track within the limits of said avenue.

Section 2. Said Minneapolis & Northern Railway Company, its successors and assigns, shall construct and maintain in proper condition, under the direction of the City Engineer, such drain or drains within said 37th avenue northeast in connection with said spur track as may be necessary and as said City Engineer may direct. The right is hereby reserved to the City of Minneapolis to excavate in said avenue at any and all times for the construction of sewers, laying of water, gas and other pipes, and for any and all municipal purposes, and said railway company shall pay the increased or additional cost, if any, involved in said excavation by reason of the spur track hereby permitted. Said company shall pay the cost of maintaining said spur track and connection and one-half of the cost of maintaining said portion of the spur track of said city used by said company.

The roadway, pavement, sidewalks, curb and gutter and other improvements, if any, along and upon said 37th avenue northeast at said location which shall be in any manner removed, changed or obstructed shall be replaced and properly repaired by the said Minneapolis & Northern Railway Company under the supervision and according to the direction of the City Engineer of the City of Minneapolis, within thirty (30) days after the completion of said spur track and connection under the permission hereby given.

Section 3. Said Minneapolis & Northern Railway Company, its successors and assigns, shall hold the City of Minneapolis harmless from any and all claims for damages occasioned by reason of the building and maintenance of said spur track and connection upon said 37th avenue northeast at said location and shall assume the defense in any and all suits brought for the recovery of the same, intervening in said suits, if necessary, for the purpose of defense, and will wholly protect and relieve the City of Minneapolis from all liability of every kind and description on account of the acts or omissions of said Minneapolis & Northern Railway Company, its successors or assigns, in connection with the building and maintenance of said spur track and connection and the use and operation thereof by said company.

Section 4. It is hereby further provided that this ordinance is passed and said permission is given upon the additional condition that said company, its successors and assigns, shall at all times give to the City of Minneapolis and to each and all of the departments thereof a discount or reduction of at least 25 per cent upon all freight charges accruing or which would accrue against said city or city departments or any of them according to the regular tariff rates of said company to other patrons, for the carriage of freight of any kind consigned to or from said city; and such discount or reduction shall be specified in all rates issued by said company, its successors and assigns, and in making charges for such carriage or freight said company, its successors and assigns, shall give to said city and its several departments the full benefit of all deductions and other advantages of whatever kind which it may have or be able to obtain from connecting or associated freight lines, through joint tariff or traffic agreements or in any other lawful manner.

Section 5. The City Council of the City of Minneapolis hereby reserves the right to revoke the permission hereby granted whenever, in the opinion of this or any subsequent City Council, the public interests of the City of Minneapolis demand that said connection be removed from said 37th avenue northeast at said location, and the City Council of the City of Minneapolis is hereby made the sole judge of such necessity.

Section 6. This ordinance shall be of no force or effect unless said company shall file with the City Clerk of the City of Minneapolis, within thirty (30) days after the publication of this ordinance, a written acceptance thereof, duly executed by its proper officers, agreeing in and by said acceptance that the company and its successors, lessees and assigns shall abide by and perform all the terms and conditions of this ordinance to be by them observed and done.

Section 7. This ordinance shall take effect and be in force from and after its acceptance, as provided in the preceding section.

Passed October 31st, 1913.

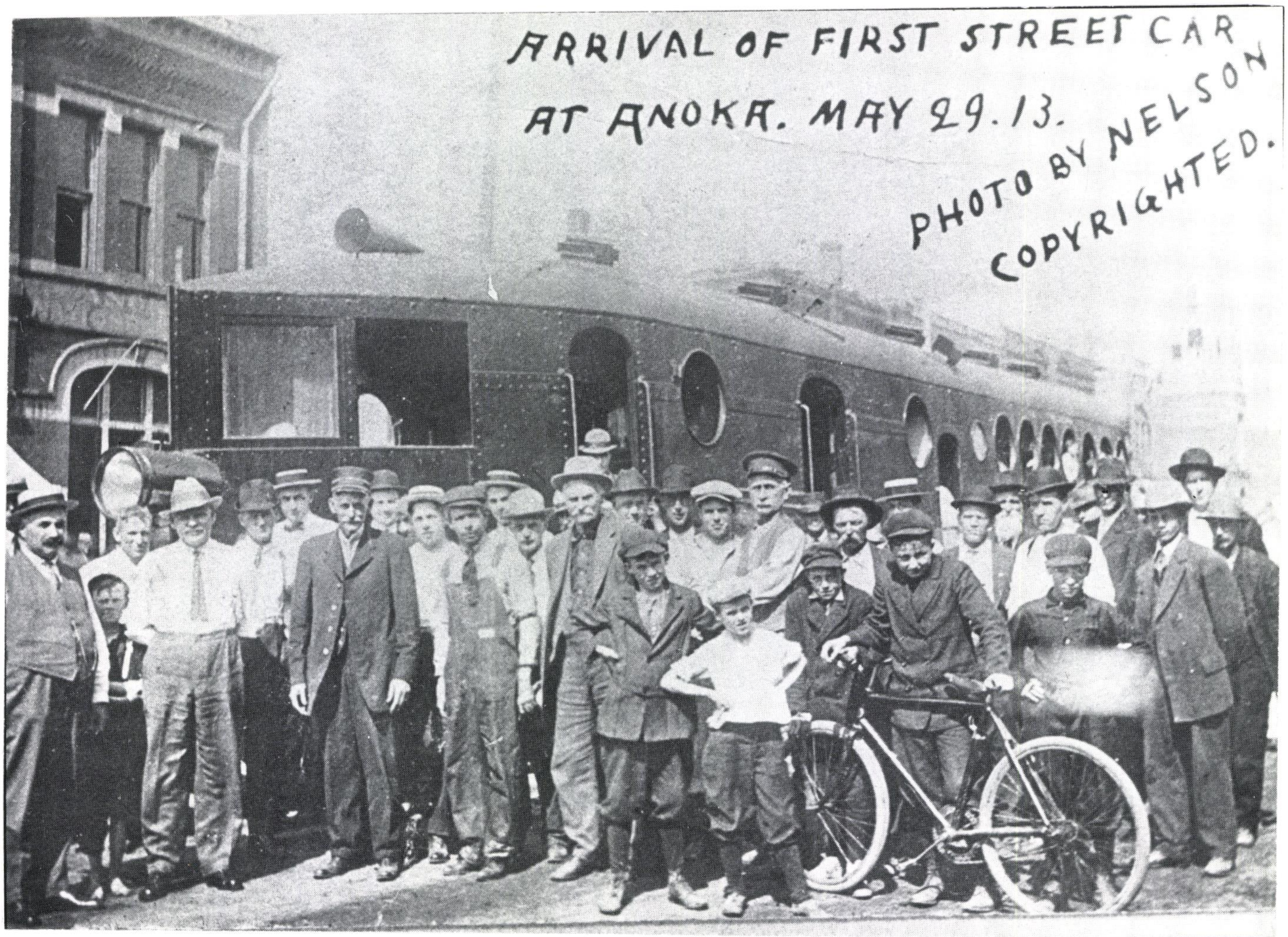
KARL DE LAITTRE,
President of the Council.

Approved November 5th, 1913.

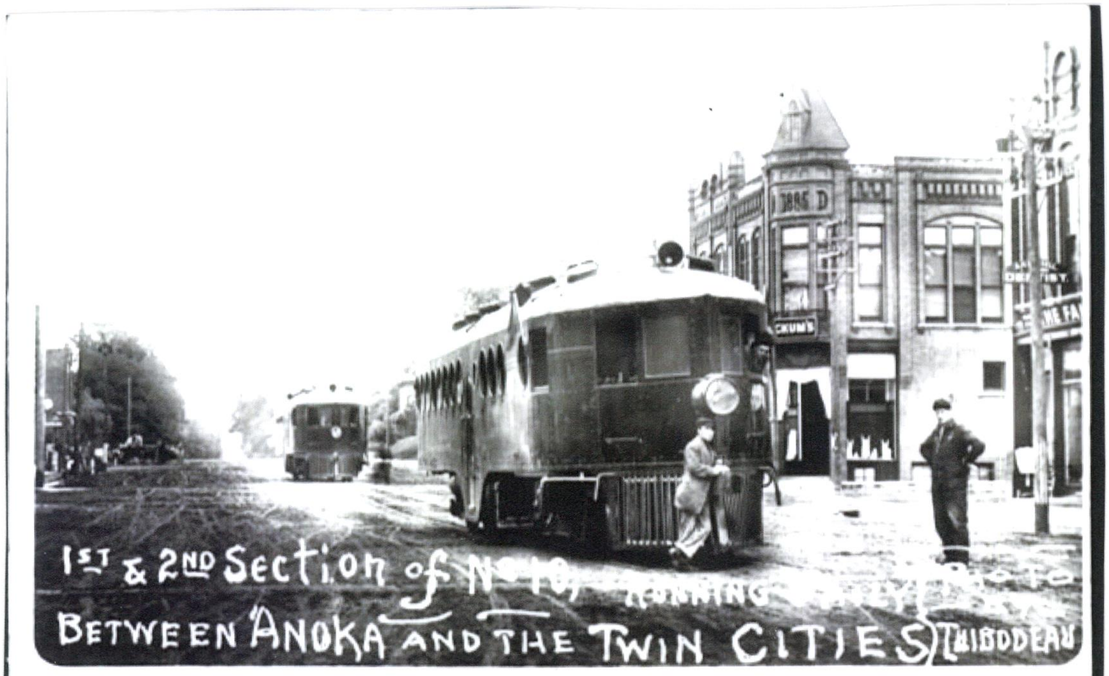
W. G. NYE,
Mayor.

Attest:
HENRY N. KNOTT,
City Clerk.

Could this be the spur track at 38+10 on the M&N RoW map? Must be Mpls. Water Works; sterilizing plant built 1910



ARRIVAL OF FIRST STREET CAR
AT ANOKA. MAY 29.13.
PHOTO BY NELSON
COPYRIGHTED.



1st & 2nd Section of No 10, Running [illegible] Photo
BETWEEN ANOKA AND THE TWIN CITIES Thibodeau

K&M Division
Torrance, Calif. 90503
POLY-VU

Facilities

During July,1913, it was reported that construction had started on the first shop building, 30' x 40' frame construction, on 7th Ave. and Main St. at the Anoka wye.

During July and August,1913, the Davis Block on Main St. in Anoka was being remodeled for use as a depot. A new glass front, hardwood floors, counter and railing, ladies' restroom and toilet in the rear portion, and men's washroom to the left of the building, were being installed.

OPERATIONS

Passenger Service

The first passenger motor car arrived in Minneapolis on May 4,1913. The line was opened for regular service on June 10,1913. The fare was 2¢ per mile or 30¢ total, one way. The first regular schedule operated was:

Leave Anoka 7:00 and 11:00 a.m.; 1:00, 4:00 and 7:00 p.m.
Leave Minneapolis 8:00 and 11:00 a.m.; 2:10, 4:00 and 11:30 p.m.

The schedule effective June 25,1913 had been considerably expanded:

Leave Anoka 7:00 and 9:30 a.m.; 1:00, 4:00, 7:00 and 9:15 p.m. Daily;
11:00 a.m.; 2:10, 3:00 and 5:00 p.m. Sundays only.
Leave Minneapolis 8:00 and 11:00 a.m.; 2:10, 6:00, 8:00 and 11:30 p.m. Daily;
9:30 a.m.; 1:00, 3:00, 5:00 and 7:00 p.m. Sundays only.

Advertising promoted the "East Shore Country" (open dairy farmland) through which the line ran and "the smokeless, sootless route to Minneapolis, the only one of its kind with all-steel cars finished in mahogany".

Some trips were added to the schedule in September, some dropped in October, and then drastically cutback in November. The local newspaper reported that the M&N was hardly living up to expectations. The McKeen passenger motor cars were reported as being fast and roomy, but the sway of the rear end on the bumpy and crooked track made many people uncomfortable. The strain of the powerful engine and heavy car combined with the shocks transmitted from the uneven and rough track proved too much for the clutch, creating no end of mechanical trouble. The engines soon proved extremely difficult to start in the cold Minnesota winter weather. Engine cooling coils were mounted under the floor and tended to freeze easily when cars were stored outside in cold weather. A master mechanic and three helpers were employed at the shop in Anoka. Another newspaper article reported that 2,000 to 3,000 gallons of gasoline were lost one night due to a leak in the newly installed storage tank.

On Friday, January 16,1914, the 1:00 p.m. train from Anoka was wrecked about 1:15 p.m. at Gibb's farm just beyond Power's Station, about three miles from Anoka. The gasoline-mechanical locomotive was pulling a rented Soo Line passenger coach as **both** passenger motor cars were out of service at the time. Owing to the locomotive's short wheelbase it was not sufficiently stable to handle heavy loads and acted like a rocking horse at the least provocation. The M&N Ry. was dissatisfied with it but as no other cars were available its use was necessary. Just east of the driveway at the farm the locomotive began to kick and buck; within 100 ft. it left the track entirely, dived into the ditch on the north side of the track, stopped at a right angle to the track and tipped over onto its side. The passenger coach remained on the track, coasting about a block before it stopped; the coupler had pulled out damaging the front platform. The twelve passengers (one source reported 30) were uninjured. A Soo Line steam locomotive hauled the passenger coach to Minneapolis.

The typical passenger schedule operated during 1914 was as follows.

Leave Anoka: 7:50 and 10:00 a.m.; 1:00, 3:00 and 5:00 p.m. Daily;
7:00 and 11:00 p.m. Saturdays and Sundays only.
Leave Minneapolis: 8:50 and 11:50 a.m.; 2:00, 4:00 and 6:00 p.m. Daily;
8:00 p.m., 12:10 a.m. Saturdays and Sundays only.

As explained in the General History section, financial difficulties forced the M&N Ry. to suspend operations about January 1, 1915.

Freight Service

Freight service was begun January 25,1913, over the partially completed line from 34th Ave. N.E. and Marshall St. N.E., Minneapolis, to Coon Rapids, to aid in building the Coon Creek Dam on the Mississippi River, using a small steam locomotive (probably rented).

The M&N was also attempting to encourage and develop freight service. In July,1913, it was announced that a siding was to be constructed at the Anoka wye for freight purposes. A McKeen gasoline-mechanical single-truck locomotive ordered for the planned freight operation arrived in Anoka from the manufacturer on a Tuesday, also in July,1913.

During October,1913, a freight car was fitted up at the Anoka wye for the use of potato buyers.

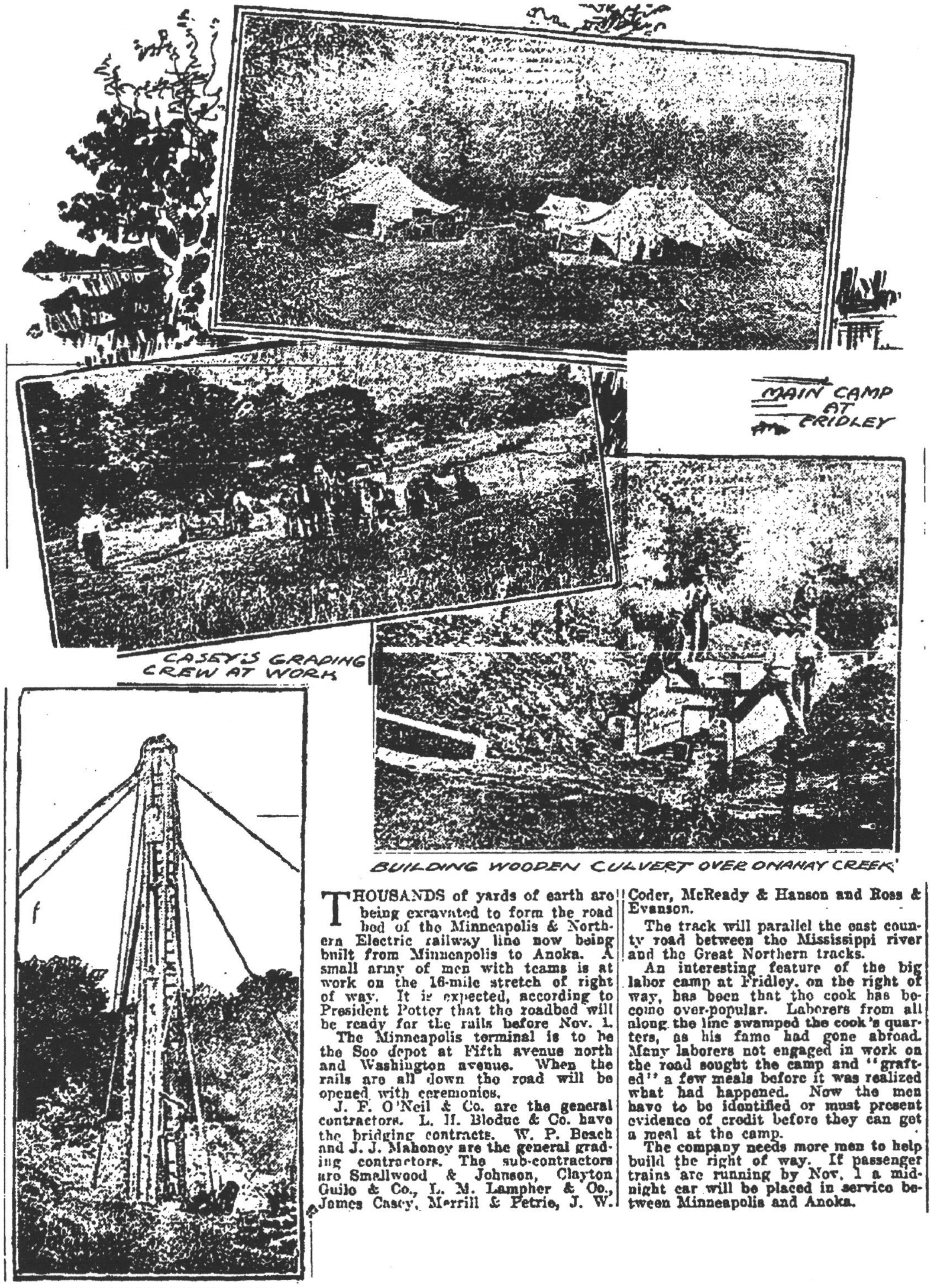
On December 26,1913, it was announced that arrangements had been completed to haul freight from the Soo Line freight depot in Minneapolis to the Anoka wye. In this joint arrangement the earnings were split 50%/50%.

As explained previously the single-truck freight locomotive was wrecked January 26,1914. The remains were returned to the McKeen Motor Car Co. and a replacment ordered. The replacement was a longer double-truck gasoline-mechanical freight motor car, the freight compartment being fitted with square windows at intervals so that during periods of heavy passenger traffic removable seats and chairs could be installed for transporting passengers. This car was probably received in late May,1914.

The MRR&WC annual report for the year ended 6-30-1914 stated that "Gasoline motor cars are utilized for both freight and passenger traffic while steam is also used in freight business when the quantity of business will not allow the use of gasoline cars".

Work Progressing on Electric Line Roadway From Here to Anoka; Minneapolis and...
Minneapolis Morning Tribune (1909-1922); Sep 8, 1912;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 47

Work Progressing on Electric Line Roadway From Here to Anoka; Minneapolis and Northern May Be Ready for Rails Before Nov. 1



MAIN CAMP AT FRIDLEY

CASEY'S GRADING CREW AT WORK

BUILDING WOODEN CULVERT OVER ONANAY CREEK

BOLDUC'S PILE DRIVER WORKING ON [illegible] CREEK

THOUSANDS of yards of earth are being excavated to form the road bed of the Minneapolis & Northern Electric railway line now being built from Minneapolis to Anoka. A small army of men with teams is at work on the 16-mile stretch of right of way. It is expected, according to President Potter that the roadbed will be ready for the rails before Nov. 1.

The Minneapolis terminal is to be the Soo depot at Fifth avenue north and Washington avenue. When the rails are all down the road will be opened with ceremonies.

J. F. O'Neil & Co. are the general contractors. L. H. Bloduc & Co. have the bridging contracts. W. P. Beach and J. J. Mahoney are the general grading contractors. The sub-contractors are Smallwood & Johnson, Clayton Guilo & Co., L. M. Lampher & Co., James Casey, Merrill & Petrie, J. W. Coder, McReady & Hanson and Ross & Evanson.

The track will parallel the east county road between the Mississippi river and the Great Northern tracks.

An interesting feature of the big labor camp at Fridley, on the right of way, has been that the cook has become over-popular. Laborers from all along the line swamped the cook's quarters, as his fame had gone abroad. Many laborers not engaged in work on the road sought the camp and "grafted" a few meals before it was realized what had happened. Now the men have to be identified or must present evidence of credit before they can get a meal at the camp.

The company needs more men to help build the right of way. If passenger trains are running by Nov. 1 a midnight car will be placed in service between Minneapolis and Anoka.

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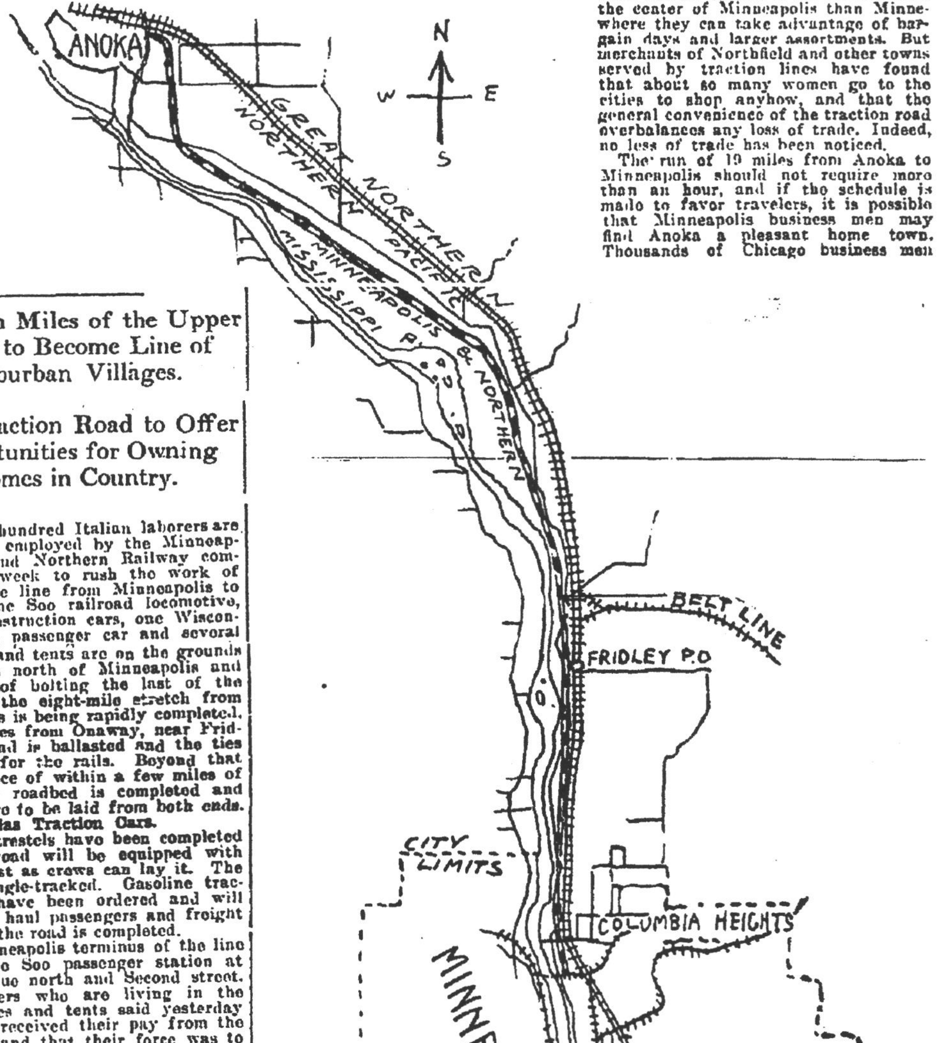
Minneapolis and Northern Soon to Connect Anoka and Intervening Territory to Ctiy
Minneapolis Morning Tribune (1909-1922); Dec 29, 1912;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 23

Minneapolis and Northern Soon to Connect Anoka and Intervening Territory to Ctiy



Nineteen Miles of the Upper River to Become Line of Suburban Villages.

New Traction Road to Offer Opportunities for Owning Homes in Country.

EIGHT hundred Italian laborers are to be employed by the Minneapolis and Northern Railway company this week to rush tho work of building the line from Minneapolis to Anoka. One Soo railroad locomotive, six Soo construction cars, one Wisconsin Central passenger car and several bunk cars and tents are on the grounds eight miles north of Minneapolis and the work of bolting the last of the rails over the eight-mile stretch from Minneapolis is being rapidly completed.

Four miles from Onaway, near Fridley, the road is ballasted and the ties are ready for the rails. Beyond that to a distance of within a few miles of Anoka the roadbed is completed and the rails aro to be laid from both ends.

Gas Traction Cars.

Several trestels have been completed and the road will be equipped with steel as fast as crews can lay it. The road is single-tracked. Gasoline traction cars have been ordered and will be used to haul passengers and freight as soon as the road is completed.

The Minneapolis terminus of the line will be the Soo passenger station at Fifth avenue north and Second street. The laborers who are living in the bunk houses and tents said yesterday that they received their pay from the Soo office and that their force was to be materially augmented within a day or so.

E. G. Potter, who is in charge of the road, has announced that within a week important announcements will be made. It is not known just how soon the road will be operating, but it is believed that cars will be running to and from Anoka early in the new year.

The Minneapolis and Northern road is to be operated at first by gasoline cars. Eventualy a trolley service may be installed, although this plan has not been bronched as yet by Mr. Potter, who represents the owners of the road.

Convenience for Small Towns.

The line will pass through Fridley and other dairy centers and will place these points within easy reach of the Minneapolis market. Rapid transportation between Anoka and Minneapolis is one of the features pointed out by those living along the line as important. Onaway, - suburb, has already been platted and it is expected by the promoters of the line that it will eventually become one of the important Minneapolis suburbs.

Anoka to Be Suburb.

Anoka is 19 miles from Minneapolis by either the Great Northern or the Northern Pacific. Those roads are operated as a double track system as far as St. Cloud. Between Minneapolis and Anoka they are nowhere much more than a mile from the river. They enter Anoka at the north end of the town. The new traction line closely parallels the old lines for half the distance and then bears toward the river, following the wagon road to Anoka. The road enters the heart of Anoka, its terminus being the public square.

While the traffic possibilities of the new line may not be regarded as important as either those of the Dan Patch of the Electric Short Line, so far as productive and unserved territory is concerned, the line cannot help but afford farmers in its territory a quick and convenient means for marketing farm produce. Much of Minnu. milk and garden truck supply comes from Anoka county and farmers will be quick to learn the advantages of the new means for shipping.

Merchants in the smaller towns generally regard rapid transit to the cities with more or less distrust at first. Women, in prarticular, welcome the easy way of getting to the big city stores travel farther than that to and from their homes. Anoka is not farther from the center of Minneapolis than Minne-where they can take advantage of bargain days and larger assortments. But merchants of Northfield and other towns served by traction lines have found that about so many women go to the cities to shop anyhow, and that the general convenience of the traction road overbalances any loss of trade. Indeed, no less of trade has been noticed.

The run of 19 miles from Anoka to Minneapolis should not require more than an hour, and if the schedule is made to favor travelers, it is possible that Minneapolis business men may find Anoka a pleasant home town. Thousands of Chicago business men tonka Beach, and only a mile farther than Excelsior. Minneapolis people do not object to traveling far beyond those points to their summer homes; they may not object to traveling as far the year around. Minneapolis is fast becoming a city of commuters. Men of limited incomes have the "back to the land" hunch, and when it is possible for them to buy a few acres within easy reach of the city, they are eager to do it. It is highly probable, therefore, that if this new traction line gives convenient service, the east shore of the river between Minneapolis and Anoka will be lined with suburban homes, and the road will serve a string of villages.

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Office DEPOT.

Minneapolis Morning Tribune (1909-1922); Nov 27, 1912;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1
pg. 10

New Road Leases Soo Track

Minneapolis & Northern Railway Announces Cars to Run in Fifteen Days.

E. G. Potter, president and general manager of the Minneapolis and Northern Railway company, has made a terminal arrangement with the Soo railroad, leasing the use of the Soo tracks into the city and the joint use of the passenger station at Fourth and Washington avenues north. Use of the Soo tracks from Thirty-fourth avenue northeast and Marshall street has been obtained for a long term of years. Mr. Potter did not say that plans had yet been made for the erection of a new depot, but it is believed that if passenger traffic on the new line outgrows the present Soo terminal both companies may unite in building a new station.

Mr. Potter said that crews are rushing the work of laying rails from both ends of the line and that the first passenger cars would be operated between Minneapolis and Anoka in about 15 days. Two 75-passenger gasoline motor cars have been ordered and are expected in Minneapolis soon.

Eventually the line may be improved so that trolley service between Minneapolis and Anoka will be possible.

Road's Last Spike Driven
Minneapolis Morning Tribune (1909-1922); Jan 18, 1913;
ProQuest Historical Newspapers Minneapolis Tribune (1867-19
pg. 1

Road's Last Spike Driven

Anoka Celebrates When Minneapolis & Northern's Electric Line Is Completed.

Bells rang and whistle blew at Anoka as the last spike in the new line of the Minneapolis & Northern Electric railway, Minneapolis to Anoka, was driven yesterday afternoon. City officials and most of the citizens of Anoka assembled for the ceremony.

With the driving of the spike 18 miles of track was completed and five months of construction work ended. Work on the new line was begun Aug. 1. Strenuous efforts are being made to open traffic on the new line and it is expected that trains will be running soon.

Construction work has also been begun on a spur from Anoka to the big power dam which is being built at Coon Creek.

Minneapolis Morning Tribune (1909-1922); Mar 27, 1913;
ProQuest Historical Newspapers Minneapolis Tribune (1867-192
pg. 15

Byllesby Company Raises Money to Push Work

Concern Erecting Power Dam at Coon Rapids Has Bonded Property for $2,500,000.

Arrangements Made With Cokefair Interests for Benefit of General Electric Company.

The Northern Mississippi River Power company, the Byllesby concern which is erecting the power dam at Coon Rapids, has bonded its property at that point for $2,500,000. The bonds are in the form of a trust deed to the Continental and Commercial Savings bank. The company is rushing work on its new dam and many tons of material are being hauled into Coon Rapids over the Minneapolis and Northern railway.

The Northern Mississippi River Power company recently effected an arrangement with the Cokefair interests of Duluth whereby it was able to improve the property to augment the Minneapolis General Electric company's service.

The company controls several water power sites between Minneapolis and Brainerd, one of the most important being at Otsego. All of these properties will be developed.

Minneapolis Morning Tribune (1909-1922); Apr 25, 1913;
ProQuest Historical Newspapers Minneapolis Tribune (1867-192
pg. 13

$3,000,000 Trust Deed Assures the Anoka Line

Minneapolis & Northern Files Document Which Provides Finances.

Funds Will Cover Completion and Extensions That May Come.

A trust deed for $3,000,000 for bond issues, which was filed with the secretary of state by the Minneapolis & Northern railroad, assures a permanent fund for that company which will be utilized for completing and equipping the line from Minneapolis to Anoka. Though the company at present contemplates no extension the acquiring of this fund makes future extensions possible. In case any is made it will extend northward.

There has been no recent change in the control of the line, the election of George Heaton, a St. Paul capitalist, to the presidency being occasioned by the resignation of former President E. G. Potter. Mr. Heaton has been virtually in control of the line for some time and the resignation of Mr. Potter was merely delayed until the completion of the line was assured.

Plans for opening the new line the first week in May also have been announced. All that remains to be done is surfacing and ballasting and by May 7, it is said, trains will be running from Minneapolis to Anoka, Fridley and Coon Rapids.

Three trains daily will run out of these towns. There will be a morning, noon and evening train leaving Anoka, Fridley and Coon Rapids, and an "after-theater" train will leave Minneapolis late at night, such a convenience linking suburban residents with the city.

Members of the Civic and Commerce association, officials and business men of the three towns and officials of the road will be taken on a special train over the new line the day it is opened.

The Saturday Evening Tribune
Minneapolis Morning Tribune (1909-1922); May 11, 1913;
ProQuest Historical Newspapers Minneapolis Tribune (1867-19
pg. 11

Anoka Line's First Car Here Ready for Service

Gasoline Motor Arrives Under Own Power for Minneapolis & Northern.

Officials Say Road to Anoka Is Almost Ready for Trains.

(From the Saturday Evening Tribune.)

The Minneapolis and Northern Railway company's first new gasoline motor car has arrived in Minneapolis under its own power over the Minneapolis and St. Louis tracks from Omaha. It was run on a regular train schedule with a Minneapolis and St. Louis conductor in charge. It will go into service shortly when passenger and freight service is opened between Minneapolis and Anoka. When the first car enters Anoka there will be a big celebration in that town.

The car was built by the McKeen Motor Car company of Omaha, is 55 feet long, of steel construction and mahogany interior.

It has three compartments; the engine room with its 200 horsepower, six-cylinder, air starting and reversible gasoline engine, a baggage room and a passenger compartment with seating space for 48 passengers.

The windows are round and ventilation is by special ventilating apparatus instead of through the windows. Cars of this type are being operated on the traction lines of Australia. It will be on the tracks at Thirty-fourth avenue northeast and Marshall street Sunday afternoon.

According to officials of the company work on the right of way into Anoka is almost completed. An arrangement has been made with all lines not reaching Anoka that touch Minneapolis permitting the transfer of freight cars to the tracks of the Minneapolis and Northern. The line has switching connections with the Soo tracks.

George Heaton, president of the company, will make a trial trip with the car to Coon Rapids Monday.

Minneapolis Morning Tribune (1909-1922); May 30, 1913;
ProQuest Historical Newspapers Minneapolis Tribune (1867-192
pg. 4

ANOKA SERVICE STARTS TODAY

The Minneapolis and Northern railway announced yesterday that its line was ready for passenger business to Anoka and that beginning today passenger trains would be put into regular service. Five daily trains will be run, leaving Camden Place for Fridley, Coon Rapids, Anoka and other points along the line. These trains will leave Camden Place at 8 and 11 o'clock in the morning, at 2 and 6 o'clock in the afternoon and 11:30 at night.

The running time to Anoka will be for the present 59 minutes.

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Minneapolis Morning Tribune (1909-1922); May 18, 1913;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. A9

Minneapolis Northern Now Operating Trains

Construction Is Finished as Far as Coon Rapids and Trains Are Running.

Passenger and Freight Service to Anoka Soon to Start.

Dealers Will Have New District Tributary to This City.

The management of the Minneapolis and Northern railway announces the inauguration of passenger service to Fridley and Onaway Park and Coon Rapids. The construction of this railway was begun eight or nine months ago and the grading and laying of the rails to Anoka was completed several months ago. Ballasting and surfacing have been in progress as rapidly as the weather will permit. Yesterday the management decided to put on four passenger trains every day. The arrangements were completed with the Soo line for using their tracks from Marshall avenue to Lyndale and Forty-first avenues north, at which point a depot will be built.

The passenger service will be conducted by means of gasoline motor cars of all steel construction. These cars are beautifully furnished and are much more like a parlor car than an ordinary coach. They have a round observation end and round windows which are dust proof. A peculiar feature of the construction of the car is that, no matter where a seat is occupied by a passenger, he has a clear and perfect view on all sides. The cars can be run at a speed of 40 or 50 miles an hour.

The Minneapolis and Northern railway was built as a suburban line, with the intention of bringing the towns in the upper Mississippi valley into closer touch with Minneapolis; and the opening of the line means a great convenience to the people of Minneapolis as well as the residents of the valley between Minneapolis and Anoka. It adds a valuable suburban and manufacturing district to Minneapolis and one that will develop very rapidly now that good transportation facilities are provided. The line to Anoka will be open very soon and it is expected by the people of Anoka as well as the officers of the road that a large traffic will be accommodated from the very beginning. The Camden avenue cars will take passengers to within a few feet of the new Minneapolis and Northern terminal and the City Railway company will increase its facilities on that line as much as necessary to give the people good accommodations.

Minneapolis Morning Tribune (1909-1922); Sep 7, 1913;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 11

Minneapolis and Northern Busy.

The Minneapolis and Northern traction road ran 12 trains in and out of Anoka Monday, Labor Day, to accommodate state fair and other travelers. Eight trains were required the other days of the week, and 12 will be scheduled to handle the crowds today.

Managers of the line estimate that about 4,100 passengers were brought to Minneapolis from Anoka and intervening stations last week, and, naturally, as many were taken back. The fact that the station of the traction line is in the business center of the town while the two steam roads' station is a mile away, requiring a trip by bus or a dusty walk, was the main deciding factor for the traction line, but the clean trip in an easy-going car, and ability to transfer in Minneapolis to any car line down town, helped get the business. The company managers say they are well satisfied with the week's business.

Mpls Tribune 6-29-1913

ANOKA

(On the new line)

A NEW TRIP
A NEW LINE
IN NEW STEEL CARS.

Clean, Cool, Comfortable Ride Through a Beautiful Country New to You.

Trains leave Camden place at 8:00, 9:30 and 11:00 o'clock in morning; 1:00, 2:10, 3:00, 4:00 and 5:00 afternoon, 7:00, 8:00 and 11:30 at night. Take street cars to Camden Place. For full information ask the

MINNEAPOLIS & NORTHERN RY.

PHONE NICOLLET 566.

Minneapolis Morning Tribune (1909-1922); Aug 8, 1913;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1
pg. 5

Anoka, Coon Rapids, Onaway Park, Fridley and other points in the beautiful east shore country now easily and comfortably reached by the new Minneapolis and Northern railway. Trains leave Camden Place at 8 and 11 morning, 2:10 and 6 afternoons, 8 and 12:10 night. New steel cars. Rate only 2 cents a mile. Phone Nicollet 566 or Center 2766.—Advertisement.

Minneapolis Morning Tribune (1909-1922); Jun 27, 1914;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 14

Receiver Is Appointed for Anoka Railway

Action Taken to Rehabilitate The Minneapolis and Northern Road.

Large Overhead Expense in Promotion Necessitates Refinancing.

Minneapolis Business Men to Take Reorganization Plan in Hand.

With a view of reorganizing and refinancing the Minneapolis and Northern railway, petitions for a receiver were made yesterday by George Heaton of St. Paul, president of the road, and the Pittsburg Coal company. The Minnesota Loan and Trust company was named receiver by Judge John H. Steele.

A number of Minneapolis business men, it is understood, plan to undertake the problem of reorganization and the road will be put on a solid financial basis.

According to the petitions for a receivership the road has been making money during the short time it has been in operation and the real cause for failure is the large overhead expense incurred during promotion.

A Stormy Career.

The Minneapolis and Northern road has had a rather stormy career. It was started by E. G. Potter and several associates. About a year ago, shortly before the line was completed to Anoka, George Heaton, a St. Paul real estate dealer, took hold of the road, purchasing Potter's interests. It was reorganized with Heaton as president and F. H. Hunter as vice president and general manager. No stock and no bonds were sold. On Jan. 26 of this year five railroad contractors took over the road on liens amounting to $74,600. A year was given the road in which to redeem this claim. It was through this transaction that the project to extend the line north to Mille Lacs lake was started and a separate company organized. The Minneapolis, Mille Lacs and Northern road controlled by the five contractors, L. H. Bolduc & Co., Leach & Mahoney, Bolch & Co., Coolidge & Co., and the Central Warehouse Lumber company, worked with Mr. Heaton to perfect the reorganization by this means.

Assets Exceed Liabilities.

The liabilities of the Minneapolis and Northern are said not to exceed $175,000 and the assets are valued at more than $375,000, according to men interested in the Minneapolis, Mille Lacs and Northern railway. The capital stock of the Minneapolis and Northern is $500,000. It was wholly financed by those behind it and no stock was offered for sale.

According to C. V. Smith, trustee, of the Minnesota Loan and Trust company, the present officials will continue in charge of the affairs of the road. F. H. Hunter will be general manager.

The petition for a receiver was to secure the protection of all parties interested and was a friendly proceeding. A permanent organization strong enough to complete the plans as contemplated will result it is thought. The Minneapolis, Mille Lacs and Northern road, which is behind the extension of the line northward from Anoka, is not affected, and a right of way is now being obtained to push the lines through for next year. L. H. Bolduc, one of the contractors, is president of the extension road.

Road Would Rest a Bit
Minneapolis Morning Tribune (1909-1922); Jan 13, 1915;
ProQuest Historical Newspapers Minneapolis Tribune (1867-19
pg. 8

Road Would Rest a Bit

Minneapolis & Northern Asks Permission to Discontinue Service During Winter.

Application was made yesterday to the Railroad and Warehouse Commission for permission to discontinue the operation of the Minneapolis & Northern Railroad during the winter. Fred H. Hunter, receiver for the road, filed petition.

One of the causes is that the contract between the Minneapolis & Northern Road and the Soo Line for the use of the Soo Line bridge at Camden Place expires Monday and thereafter the road would have no means of entrance to the city.

Mr. Hunter stated that next spring the Minneapolis Street Railway Company probably would extend the Second Street northeast line three-fourths of a mile to connect with the Minneapolis & Northern at Marshall Street and the Camden Place Bridge.

In the petition it is declared that the road has been operated at a loss. A year ago the contractors who had charge of the construction of the line placed liens amounting to $87,000 on the road's property. These liens fall due Jan. 26. It is probable they will be taken up by the receiver, who has reorganized the finances of the company.

Hearing on the petition was set for Monday.

Minneapolis & Northern Railway, Minneapolis, Minn.—On petitions by George Heaton, president of the company, and of the Pittsburgh Coal Company, the Minneapolis & Northern Railway has been placed in the hands of the Minnesota Loan & Trust Company as receiver. On Jan. 26 five railroad contractors took over the line on liens amounting to $74,000, but the company was given a year in which to redeem the claims. The contractors, L. H. Boldue & Company, Leach & Mahoney, Belch & Company, Coolidge & Company and the Central Warehouse Lumber Company organized a separate company to extend the line to Mille Lacs, and this company, the Minneapolis, Mille Lacs & Northern Railway, will not be affected by the receivership.

ERJ 7-9-1914

Minneapolis & Northern Railway, Minneapolis, Minn.—W. C. Leary, judge of the District Court for the Fourth Judicial District of Minnesota, on Feb. 1 issued an order that the creditors of the Minneapolis & Northern Railway, the Minnesota Loan & Trust Company as former receiver and F. H. Hunter as present receiver, should all appear before the court on Feb. 6 and show cause why an order should not be granted requiring the receiver to surrender all the railway property to the trustees, W. P. Veitch, L. H. Bolduc, H. F. Balch, M. H. Coolidge and C. T. Bratnober. At the same time an order was issued for creditors to show reason why the receiver should not deliver to the McKeen Motor Car Company the locomotive and two motor cars now used by him in the operation of the railway. Mr. Hunter's application for the dissolution of the receivership was noted in the ELECTRIC RAILWAY JOURNAL of Jan. 23.

ERJ 2-20-1915

Minneapolis & Northern Railway, Minneapolis, Minn.—Judge William E. Hale of the District Court for the Fourth Judicial District on April 12 issued an order setting April 24 for a hearing on the question why the Northern Pacific Railway should not be allowed to intervene and its claim be made a first lien upon the property of the Minneapolis & Northern Railway. A previous order of the court on Feb. 9 delivered the possession of the property to the trustees. Prior references to this case were made in the ELECTRIC RAILWAY JOURNAL of Jan. 2, Jan. 23 and Feb. 20.

ERJ 5-1-15

Electric Railway Journal April 24, 1915 **Minneapolis & Northern Railway, Minneapolis,** has resumed service after a suspension of all operations for two months.

EQUIPMENT

Gasoline-Mechanical Passenger Cars

The design selected was that of the McKeen Motor Car Co. of Omaha, Nebraska. This car had been developed by William R. McKeen,Jr., Superintendent of Motive Power for the Union Pacific Railroad in 1905. During that year he designed and built a gasoline-mechanical passenger car in the railroad's Omaha shops. As a result a number of these cars were built in the following three years and used to replace steam powered trains on lightly-traveled branch lines of the Union Pacific. In 1908 E. H. Harriman, who controlled both the Union Pacific and Southern Pacific Railroads, financed the McKeen Motor Car Co. and commercial production for other railroads was begun in an old shop building in Omaha.

The distinctive features of the design were as follows.
1. All-steel body with pointed front end, round rear end, porthole windows and center entrances.
2. 200 h.p. marine-type gasoline engine mounted crosswise on the front truck with a big flywheel protruding beyond the left side truck frame.
3. Engine geared only to the front axle which had 42" diameter wheels, the rear axle of the front truck having 33" diameter wheels.
4. Chain drive, air clutch, and two speed (low-high) transmission.

There was no reverse gear. To back up it was necessary to stop the engine, manually shift the camshaft by means of a lever on the sliding camshaft, and re-start the engine in the opposit direction.

The M&N Ry. purchased two 55 ft. long passenger cars in 1913 at a total cost of $38,976.20 ~~$38,791.76.~~ They were named MINNEAPOLIS (c/n 137) and ANOKA (c/n 136). The first car arrived in Minneapolis on May 14,1913.

Operating problems with the cars have been described in the section on OPERATIONS.

After the suspension of operations due to financial difficulties, the cars were re-possessed by the McKeen Motor Car Co. because they had not been fully paid for. They were eventually (1923) purchased by the Union Pacific R.R. MINNEAPOLIS became their M-27 and was retired in September, 1934. ANOKA became their M-28 and was not retired until July, 1942.

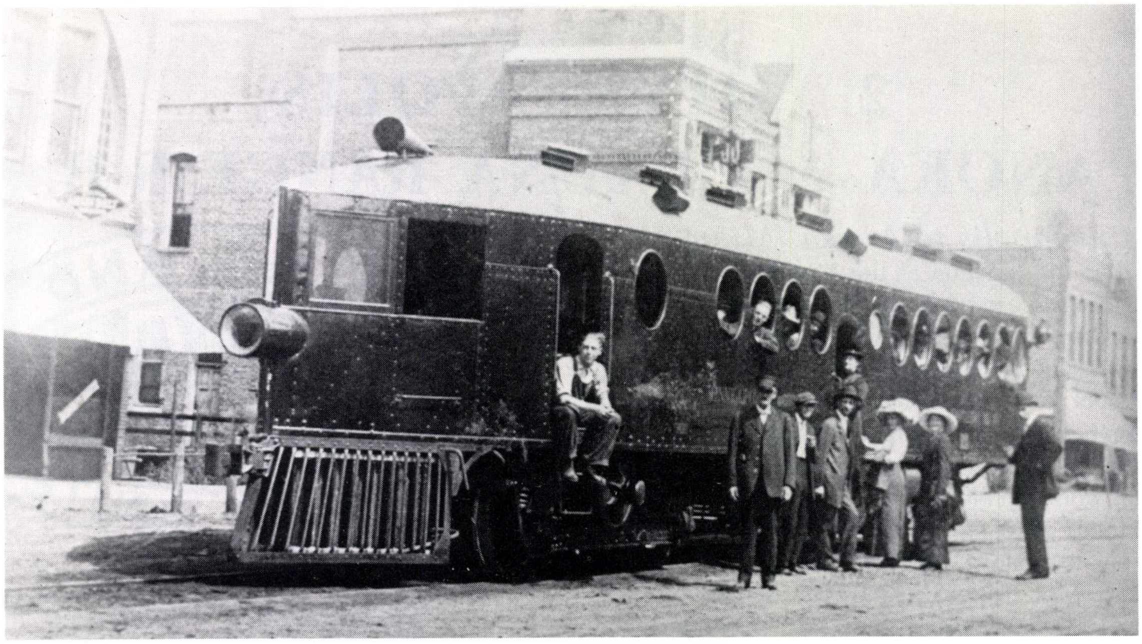
Gasoline-Mechanical Locomotive 1st #1

This locomotive was essentially an 0-4-0 industrial switcher. Refer to the attached article and photograph for specifications and description. Apparently it was ordered 5-31-1913 at a cost of $12,500. There were continuous mechanical problems with the locomotive; the local newspaper reported Clifford Seagar of Omaha was back **again** in Anoka to overhaul the freight engine. Problems with the short-wheelbase single truck are described in the section on OPERATIONS in which the locomotive was wrecked in a derailment January 26, 1914. Another article about the derailment reported that the locomotive was considerably damaged. We don't know if the damage was extensive enough to warrant scrapping, or whether a combination of the damage and previously unsatisfactory performance warranted the replacement.

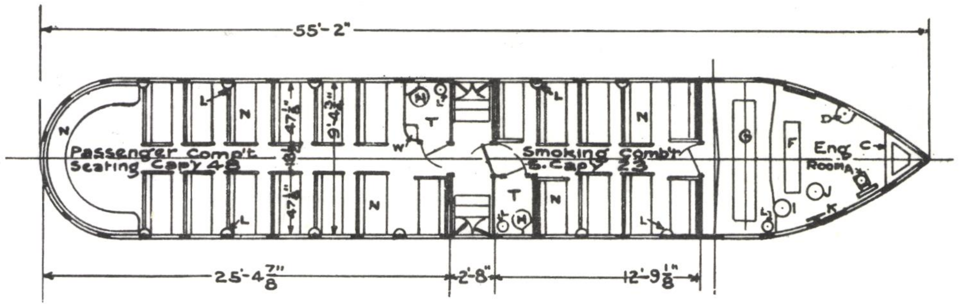
Gasoline-Mechanical Freight Motor 2nd #1

This car was built new by McKeen Motor Car Co. as a replacement for 1st #1. Refer to the attached articles and drawings for specifications and description. The completion date is not known; the earliest periodical article suggests May, 1914. Cost of the car was $18,767.10. The engine was described as one 200 h.p. McKeen splash-feed engine with six cylinders and 10" x 12" stroke, and multiple-disc clutch. I am guessing that the body design, wood construction and Type A motor truck was in response to the M&N's urgent needs.

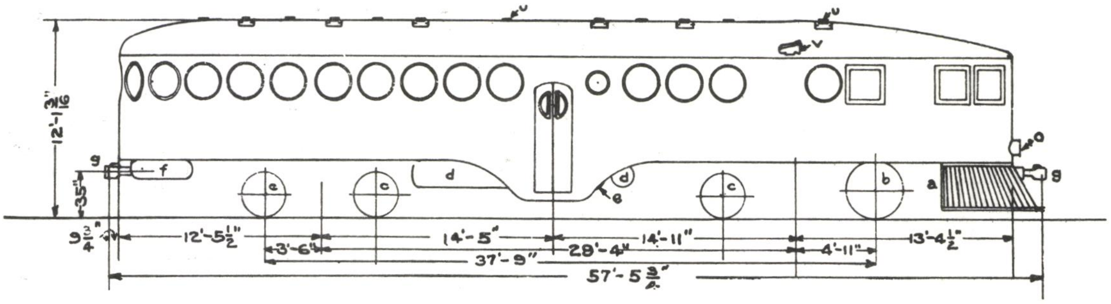
The car was repossessed by the McKeen Motor Car Co. in January, 1915, as it had not been fully paid for. Its subsequent disposition is unknown.



Minneapolis & Northern Ry. McKeen passenger motor car "Minneapolis" on Main St., Anoka, 1913. (Joe Hutchinson collection)


55'-2"
Passenger Comp't Seating Cap'y 48
Smoking Comp't S. Cap'y 23
Eng. Room
25'-4 7/8"
2'-8"
12'-9 1/8"

McKeen Motor Car Co.
Standard 200 Horsepower Passenger All Steel Gasoline Motor Car
Length 55 Feet


12'-1 3/16"
35"
9 3/4"
12'-5 1/2"
3'-6"
14'-5"
37'-9"
28'-4"
14'-11"
4'-11"
13'-4 1/2"
57'-5 3/8"

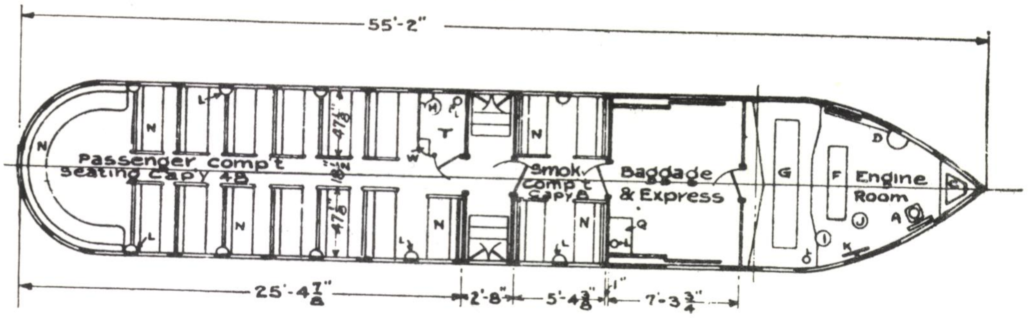
MINNEAPOLIS was the
Passenger Car
ANOKA was the Passenger-
Baggage Car

STANDARD 200-HORSEPOWER ALL-STEEL GASOLINE MOTOR CAR.—LENGTH 55 FEET.

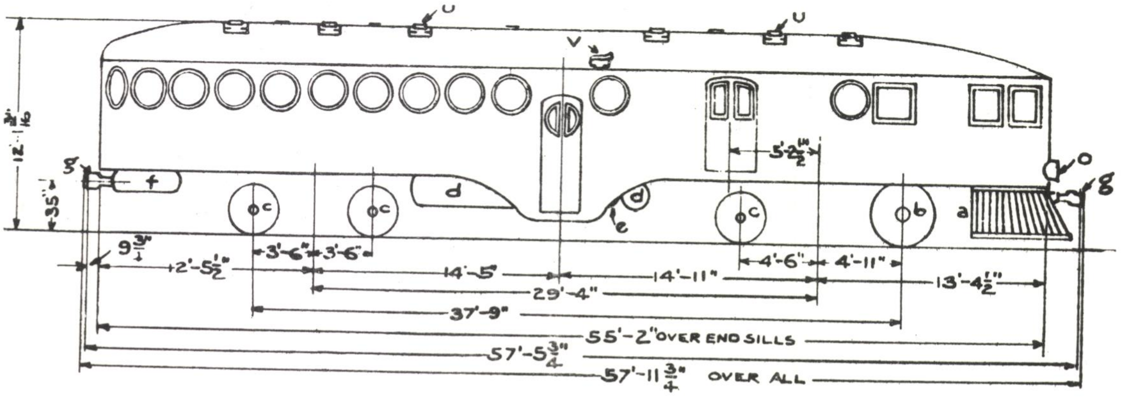
The car shown on opposite page is the standard 55-foot all-steel passenger and smoking car. The partition immediately in front of the side door entrance is provided with a swing door, thus dividing the passenger compartment from the smoking compartment. When desired, this partition is omitted, and the toilet located in the front end of the passenger compartment, in which case the seating capacity is 75 passengers.

Weight of car, in working order, 60,000 pounds.

The interior finish and general equipment of this car, including 200-horsepower engine, are the same as preceding specifications.


55'-2"
Passenger Comp't
Seating Capy 48
Smok. Comp't Capy 8
Baggage & Express
Engine Room
25'-4 7/8"
2'-8"
5'-4 3/8"
7'-3 3/4"

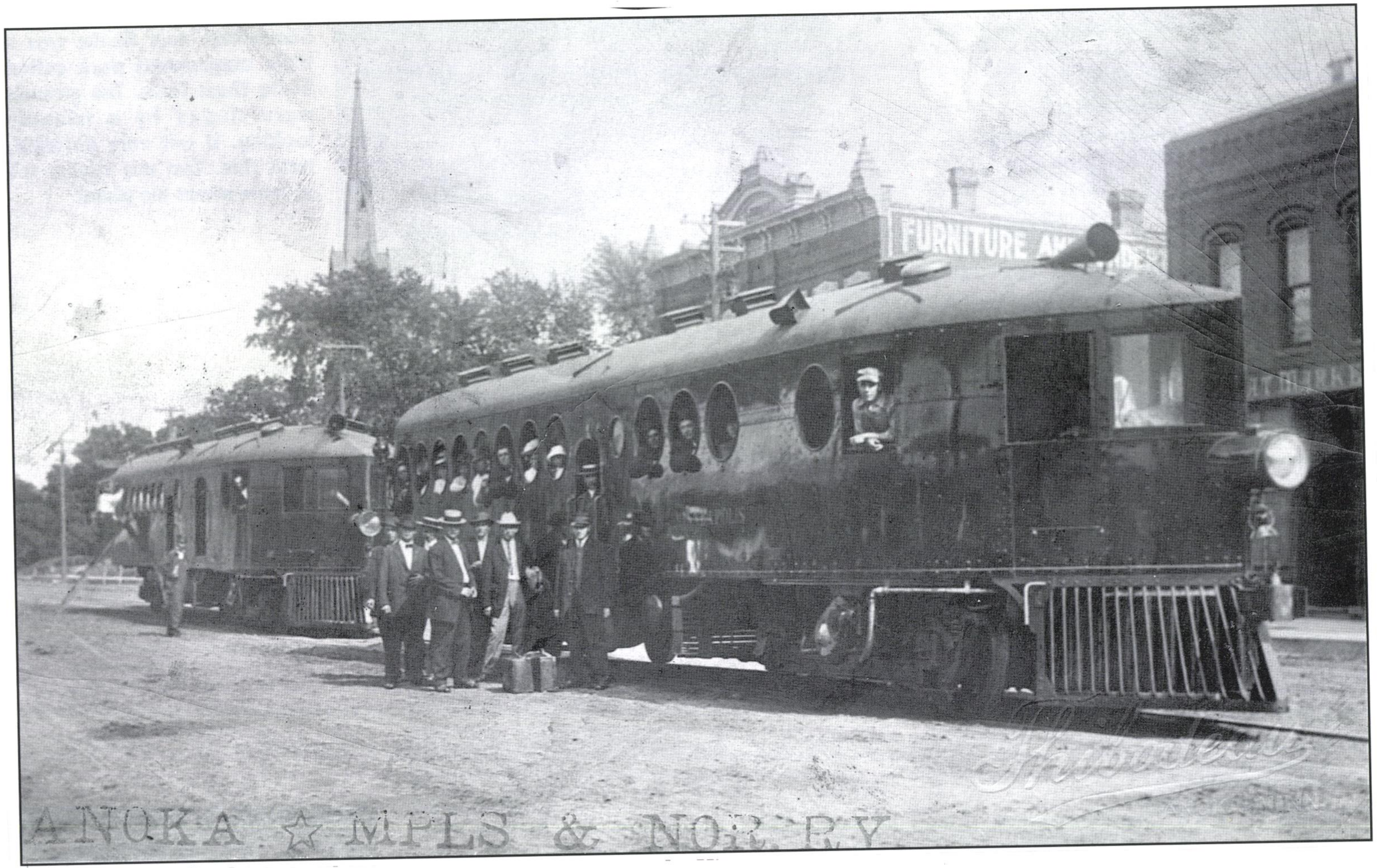
McKeen Motor Car Co.
Combination Passenger, Smoker and Baggage All Steel Gasoline Motor Car
Length 55 Feet


9 3/4"
2'-5 1/2"
3'-6"
3'-6"
14'-5"
29'-4"
14'-11"
4'-6"
4'-11"
13'-4 1/2"
5'-2 1/2"
37'-9"
55'-2" OVER END SILLS
57'-5 3/4"
57'-11 3/4" OVER ALL

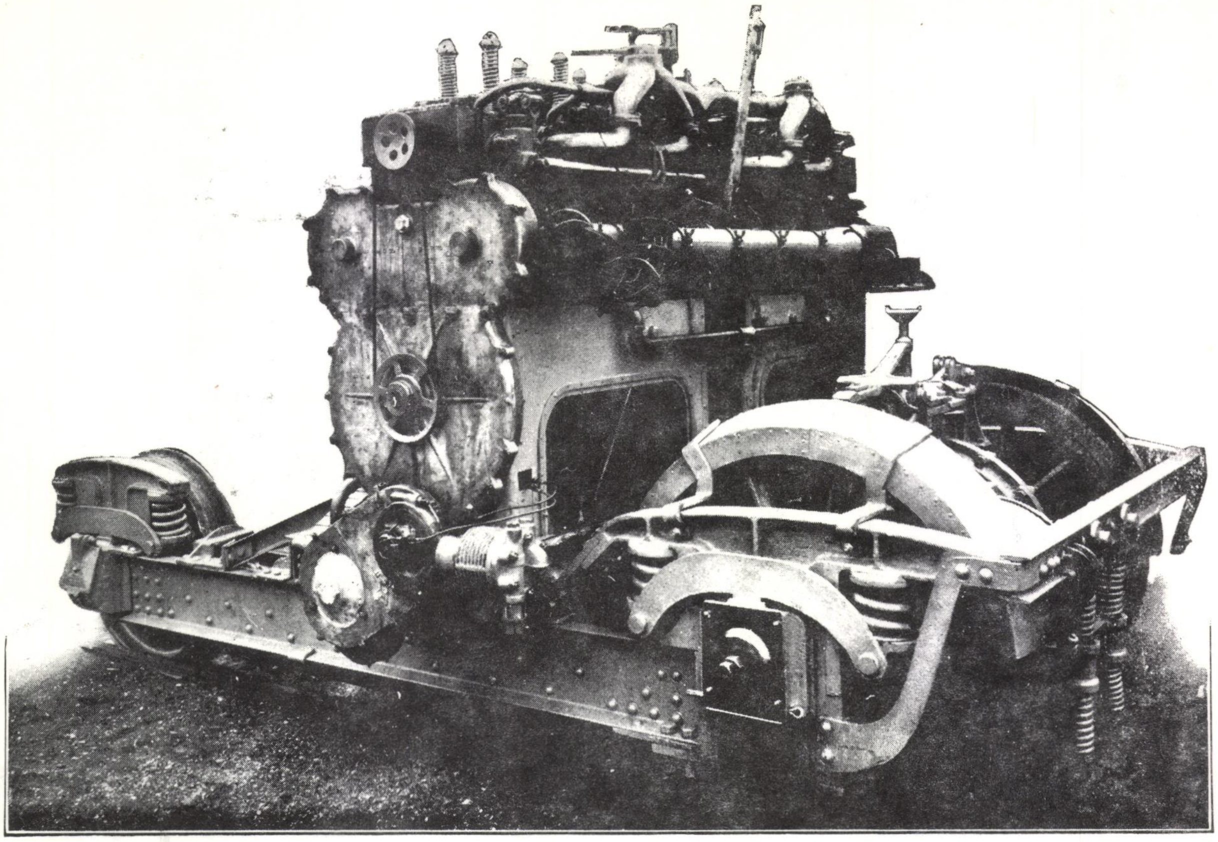
COMBINATION PASSENGER, SMOKER AND BAGGAGE, 55-FOOT ALL-STEEL GASOLINE MOTOR CAR.

The floor plan and general dimensions of this car are the same as car diagram on page 34, with the exception that the baggage compartment in this car is somewhat smaller (7′ 3¾″ long), which allows sufficient space for a comfortable smoking compartment, with four seats, between the baggage room and side door entrance.

Seating capacity of passenger compartment..........................	48
Seating capacity of smoking compartment..........................	8
Total seating capacity	56


FURNITURE AN
ANOKA ☆ MPLS & NOR. RY

AVERY® PV119ED



Side View of McKeen Motor Truck

Specifications—Continued

Bolster is fitted with frictionless roller side bearings.

Journal bearings and wedges are standard M. C. B.

All castings subject to hard usage are of malleable iron.

Springs are made of best quality spring steel, tempered to stand load designed for.

Driving wheels, 42″ steel tired spoke-wheel.

Rear wheels, 33″ rolled steel of special design.

Rear Truck

Wheel base .... 7′ 0″

Height, rail to top of center plate.................................... 33⅝″

Axles, journals ....4¼″x8″

Truck is built on a solid cast steel frame center.

Bolster is of cast steel, fitted with frictionless roller side bearings.

Journal bearings and wedges are standard M. C. B.

Wheels are 33″ rolled steel, of special design.

Total wheel base .... 52′ 7″

Framing

Underframe is constructed of structural shapes with one piece cast steel body bolsters.

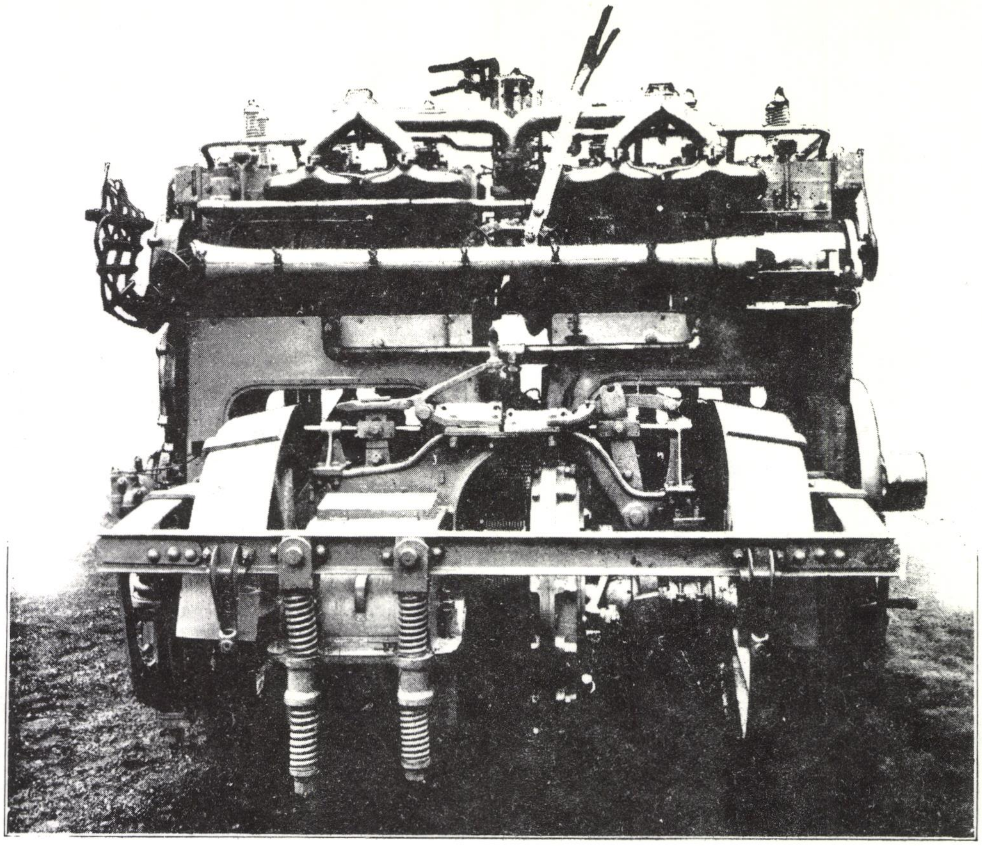
Center sill is an "I" beam section.

Side sills are channel sections.

All structural steel is accurately fitted, and securely riveted in a workmanlike manner.

Upper framing is largely 2″ grooved steel, and 3″ and 4″ channels.

All sections are securely braced to resist the maximum strains.



Front View of McKeen Motor Truck.

Specifications—Continued

Windows are round, opening 24¾ inches, the frame and sash being made of cast aluminum, brass-plated, and highly polished.

Sheathing is of American Bessemer, box annealed, patent leveled and resquared.

Roof is of sheet steel, closely rivited, and all seams are well soldered, making it absolutely tight.

Draft rigging is applied at both ends, consisting of M. C. B. standard climax couplers.

Pilot is of structural steel frame, the slats being of ¾″ pipe, securely bolted and braced to front of car underframe.

Brake System

The car is equipped with McKeen Motor Car Co. standard straight-air brake system.

In addition to the air-brake, a hand-brake is applied in the engine room, with ratchet brake-wheel.

All rods and levers are of wrought iron, and of sufficient strength.

Air System.

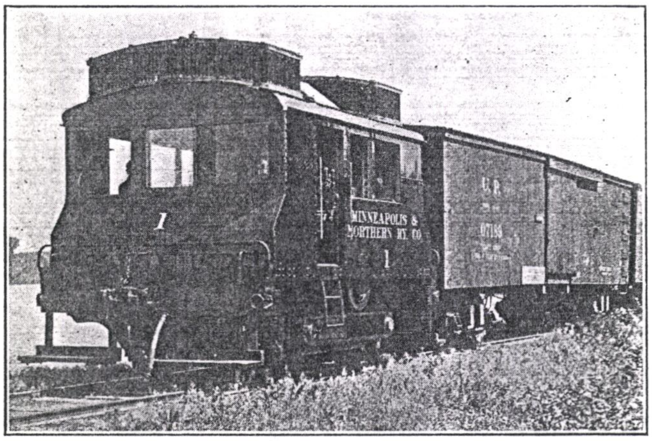
Air is supplied by a pump driven by the engine, and also an emergency gasoline driven compressor, located in the engine room. The supply of air is carried in two 18″ by 96″ and one 18″ by 111″ seamless steel tanks, secured to the car underframe. From this air supply, connections are made for whistle, starting engine, operating clutch and brake.

GASOLINE FREIGHT AND SWITCHING LOCOMOTIVE

A gasoline freight and switching locomotive has been recently built and delivered by the McKeen Motor Car Company to the Minneapolis & Northern Railway, a line extending from Minneapolis northwest to Anoka, Minn. The maximum capacity of the locomotive is approximately twenty loaded freight cars. The power-generating apparatus is the McKeen standard 200-hp, six-cylinder, air-starting and reversible gasoline engine, with such modifications in the transmission as are necessary to adapt it to heavy-duty freight service.

The engine is water-cooled, the cooling system consisting of two radiators located on the cab roof and a pump driven from engine crank shaft by a Morse chain. The cast-steel frame which carries the engine is mounted transversely upon two cast-steel truck sides, to which it is so rigidly united as to produce practically an indestructible truck structure. The end sills or buffer beams are secured to the side frames and all couplers and air apparatus are M. C. B. standard material.

The power of the engine is transmitted by means of a sprocket on the crank shaft through a 5-in. Morse silent chain to a sleeve working free on the axle upon which is mounted a multiple-disk friction clutch. This friction clutch is of heavy design and large dimensions with suitable lubrication and acts as a means to ease the load on the engine. The power from the friction clutch is delivered to the forward driving axle by a jaw clutch. The power is either transmitted through a series of herringbone gears to produce heavy tractive effort and high torque for starting purposes or else is transferred direct to the driving wheels. By thus magnifying the torque of the engine great starting effort is obtained, but when the locomotive is once in motion higher economy can be obtained by cutting out the gears and using the direct connection. A sprocket is keyed to the end of each driving axle for a 4-in. Morse silent chain which connects the two pairs of drivers.



Gasoline Freight Locomotive Pulling Train

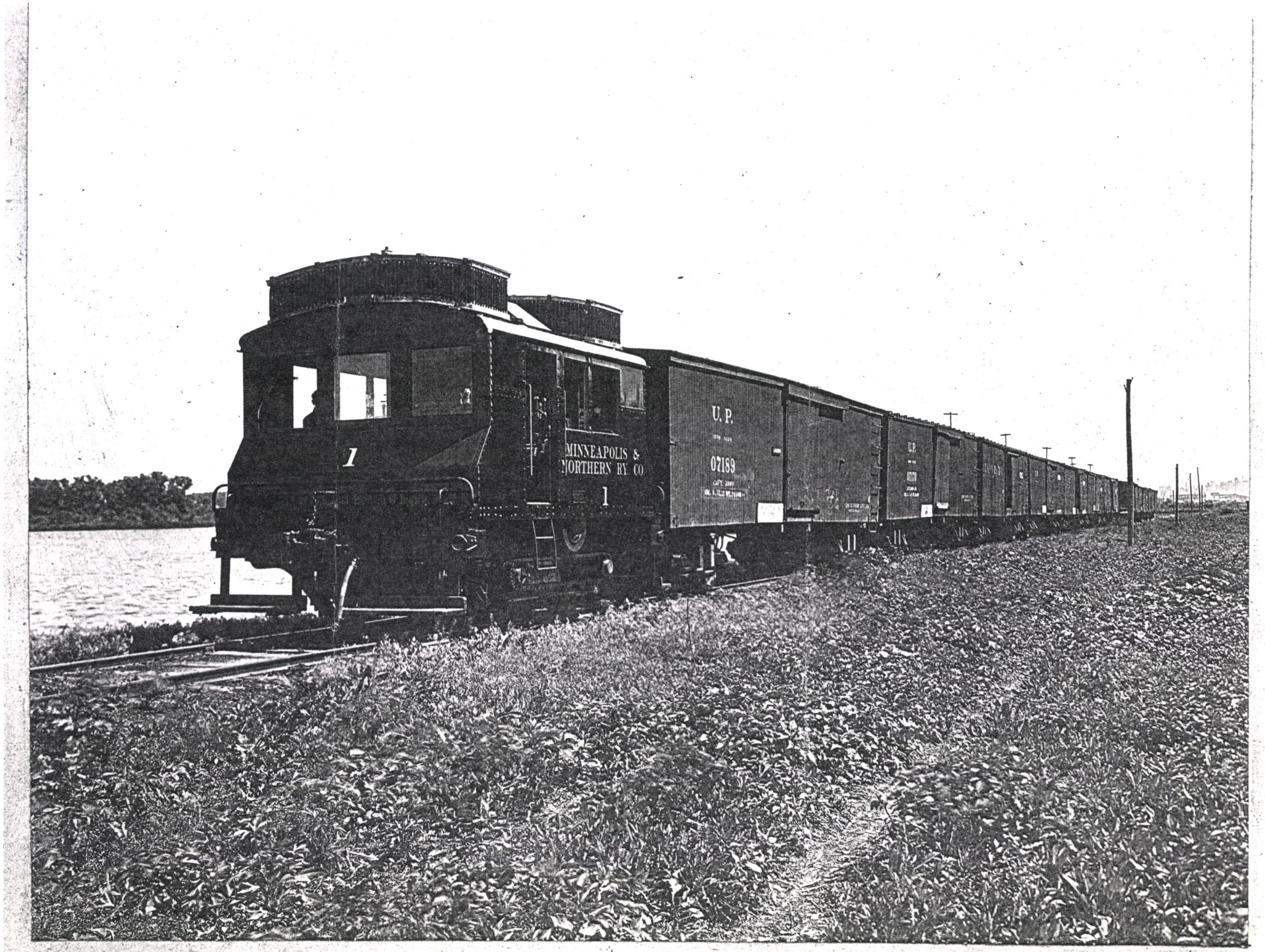
Changes of speed and reversing the locomotive are effected by means of air-actuated mechanism, controlled by small handles or levers in easy reach of the operator, and this affords considerable facility to the motorman in switching in congested yards as compared with the operation of an ordinary steam locomotive.

The air supply of the locomotive is a necessary and important feature. In addition to an air pump driven by an eccentric on the crank shaft of the main engine, a gasoline power air compressor is furnished entirely separate from the locomotive power. This is not only economical but simplifies operation of the driving mechanism for switching service. Air pressure is used for actuating the engine and transmission, for whistle signals, for the air brake, and for starting and reversing the engine. The gasoline tank is of 120 gal. capacity, enough fuel for at least ten hours' ordinary service.

The principal dimensions of the locomotive are as follows:

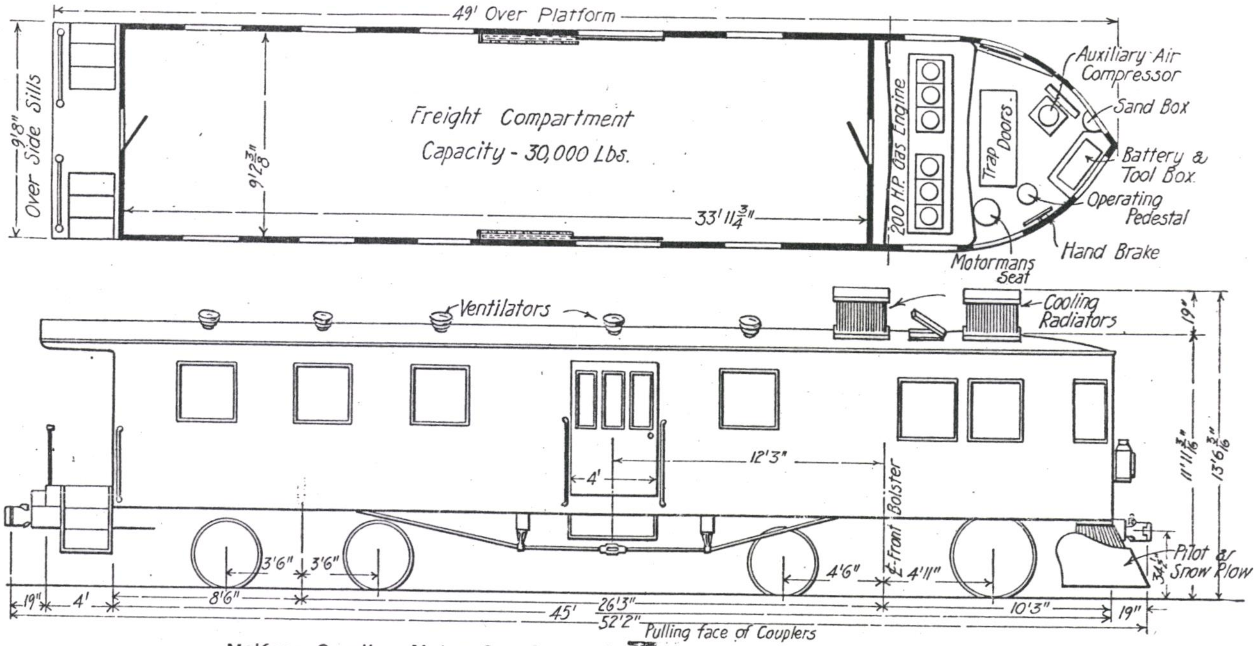
Engine	Six cylinder, 10-in. bore, 12-in. stroke, variable speed, reversible, 200 hp.
Length of wheelbase	6 ft. 6 in.
Length over pulling face of couplers	17 ft. 1½ in.
Width over all	9 ft. 6 in.
Diameter, drivers	42 in
Weight on drivers	43,000 lb.
Speed with engine at 350 r.p.m.	Low, 8 m.p.h.; high, 22 m.p.h.

No fireman is required on the locomotive, and the single operator, on account of the air-operated control, is relieved from all fatigue incident to the handling of the heavy links of the steam locomotive. The short wheelbase and wide windows in the cab are also points which it is believed will add materially to the efficiency of the gasoline freight and switching locomotive.


1
MINNEAPOLIS &
NORTHERN RY. CO
1
U.P.
07189
U.P.

Gasoline Motor Freight Car, Minneapolis & Northern Ry.

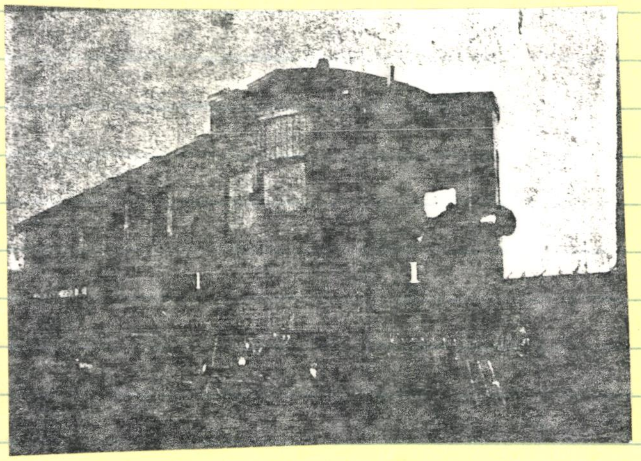
The Minneapolis & Northern Ry., a road which operates gasoline motor equipment, has recently purchased a freight car of this type from the McKeen Motor Car Co., Omaha. Neb. The car is now in use for freight and express service between Minneapolis and Anoka, Minn. It is a semi-convertible car which, during periods of heavy passenger traffi can be used for transportation of passengers, removabl seats and chairs being installed for that purpose. It i equipped with the McKeen Motor Car Co. type "A" moto truck in which has been incorporated many of the importa "foolproof" and economical features of the latest model typ "C" motor truck. The air brake system has a special Greg ory motorman's valve for operation of straight air on moto car and automatic air on trailers.

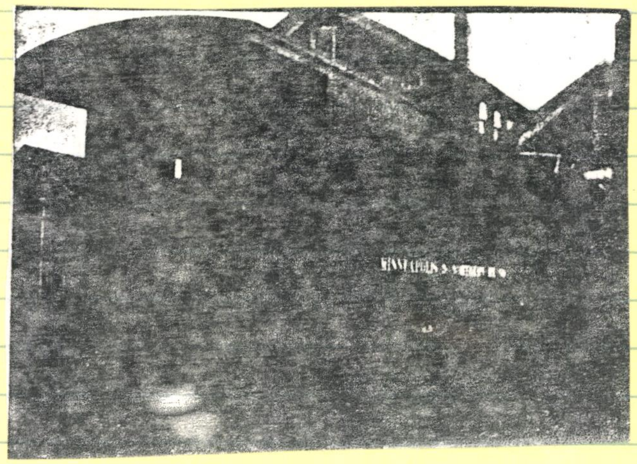

49' Over Platform
Over Side Sills
9'8"
9'2 3/8"
Freight Compartment
Capacity - 30,000 Lbs.
33' 11 3/4"
200 H.P. Gas Engine
Trap Doors
Auxiliary Air Compressor
Sand Box
Battery & Tool Box
Operating Pedestal
Hand Brake
Motormans Seat
Ventilators
Cooling Radiators
19"
11' 11 3/16"
13' 6 3/16"
12'3"
4'
Front Bolster
3'6"
3'6"
4'6"
4'11"
34 1/2"
Pilot or Snow Plow
19"
4'
8'6"
45'
26'3"
52'2"
10'3"
19"
Pulling face of Couplers

McKeen Gasoline Motor Car for Freight Service, Minneapolis & Northern Ry.

The length of the car over end sills is 45 feet, while th total length is 52 feet 2 inches. The accompanying floor di gram and side elevation illustrate the general design of th car, from which it will be noted that the front end is wedg shaped and the rear end has a platform for ingress and egres of passengers. The McKeen depressed center side entranc is not a feature of this car, inasmuch as its use is chiefly fc freight and express service. The car structure consists of a metal underframe, and continuous 2-inch grooved steel combination side posts and car lines extending from side sill to side sill with metal diagonal bracing. The outside and inside wall sheathing is of 13-16-inch fir. The floor is of 1⅝-inch fir. The principal dimensions are:

Length over end sills	45 ft.	0 ins.
Length over platform	49 ft.	0 ins.
Length over all	52 ft.	8 ins.
Width over side sills	9 ft.	8 ins.
Width over sheathing	9 ft.	9⅝ ins.
Width over all	10 ft.	4⅛ ins.
Width inside	9 ft.	2⅜ ins.
Length freight compartment	33 ft.	11¾ ins.
Hight, rail to roof	11 ft.	11 3-16 ins.
Weight		56,000 lbs.



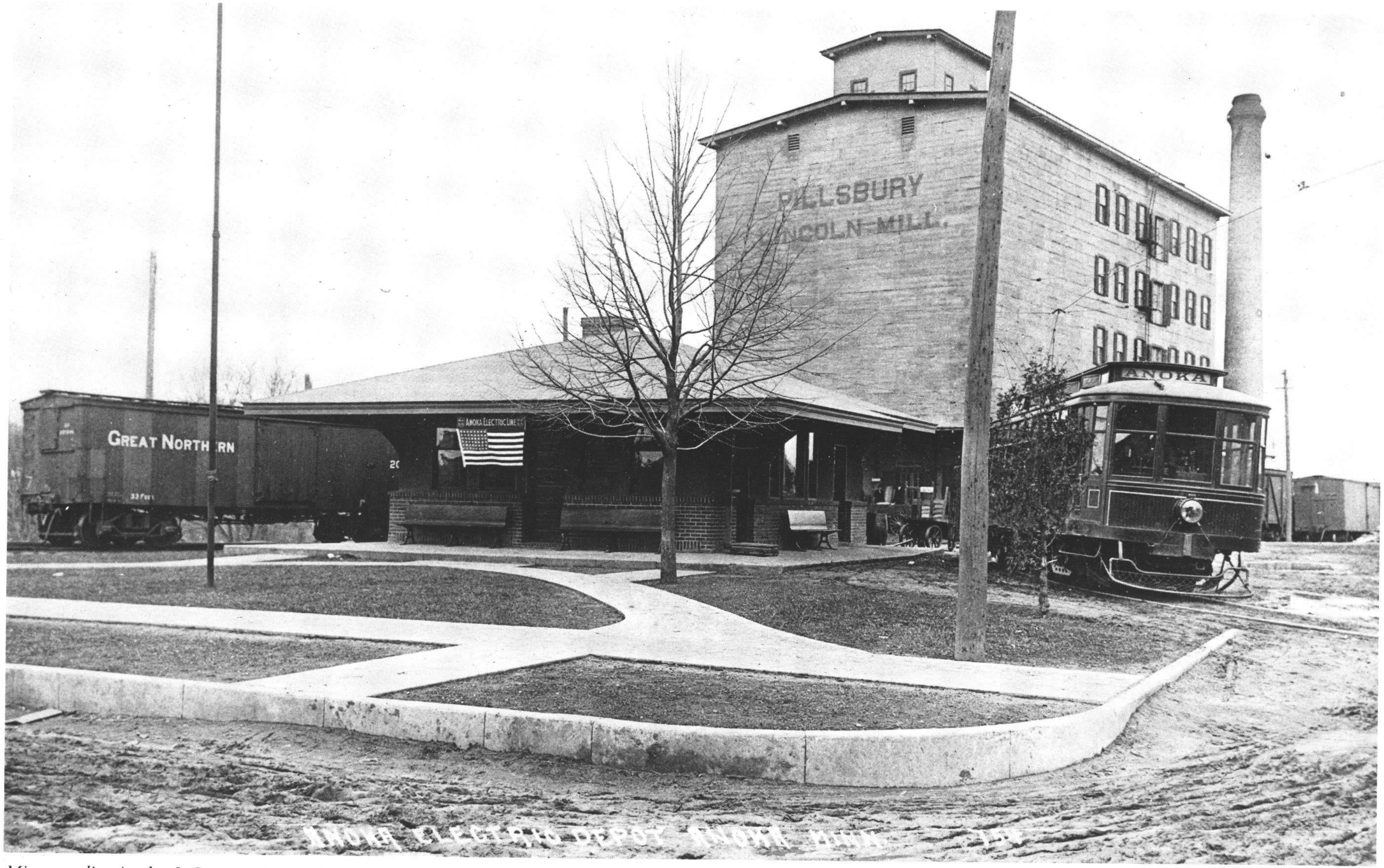


James J. Buckley sent these to me February 20, 1992.
Said the "original" photos were poor quality.
Taken at the McKeen Shops in Omaha, Nebraska
He claims the engine was 300 HP built by Sterling under contract
to McKeen Motor Car Co.

MINNEAPOLIS ANOKA & CUYUNA RANGE RAILWAY
1915 - 1929

MINNEAPOLIS ANOKA & CUYUNA RANGE RAILWAY

MILK AND
MA&CR
CREAM ROUTE


PILLSBURY
LINCOLN-MILL.
GREAT NORTHERN
ANOKA ELECTRIC LINE
ANOKA
ANOKA, ELECTRIC DEPOT ANOKA MINN.

Minneapolis, Anoka & Cuyuna Range Ry. passenger car 1 at the company's Anoka depot about 1917. (Minnesota Historical Society collection)

MINNEAPOLIS ANOKA & CUYUNA RANGE RAILWAY

GENERAL HISTORY

The Minneapolis Anoka & Cuyuna Range **Railway** was incorporated in Minnesota February 12,1915, and on March 3rd acquired the Minneapolis & Northern Ry. property and equipment from Charles Bratnober. It was announced that within the next year the new company expected to extend the line to the Cuyuna Range iron ore deposits. The first shipments of iron ore from this range, located near Crosby-Ironton, had been made during 1911. However the Soo Line and Northern Pacific Ry. extended their tracks into the Cuyuna Range before the MA&CR could get into the action so the proposal was eventually dropped.

As the financial difficulties of the M&N Ry. had resulted in lack of maintenance to the roadway, work began on rehabilitating the track with hopes of being able to electrify the line thereby operating its cars over the Minneapolis St. Ry. into downtown Minneapolis. With completion of the Coon Rapids Dam a source of electricity was available. The goal set for electrification was April 1,1915, but it was soon learned that this was unrealistic. In order to retain title to certain portions of the right-of-way it was found necessary to restore operations promptly. As all three McKeen gasoline-mechanical motor cars had been repossessed by the McKeen Motor Car Co. because they had not been paid for, a used steam locomotive and one passenger coach were purchased. A water tank and coal storage bin were installed at the Anoka wye. Steam operations began April 6,1915.

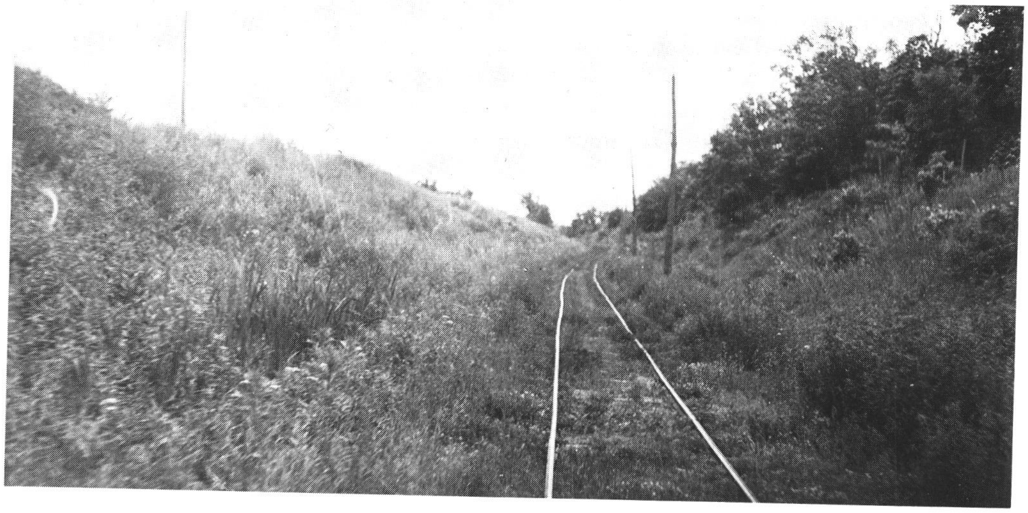
Erection of the overhead trolley wire began during the summer of 1915. A track connection .70 mile long to the Minneapolis St. Ry.'s. "2nd St.N.E." line was constructed. The last steam passenger operation took place on Friday, October 8,1915. The electric cars began operation Saturday, October 9th. On October 22nd 6,000 persons gathered in Anoka to celebrate the advent of the electric cars.

Freight traffic was quickly pursued. The track on Main St. in Anoka was extended into an industrial area adjacent to the Pillsbury-Washburn Lincoln Mill and several spur tracks constructed to local industries. Additional track was also constructed in Anoka to facilitate passenger service to its newly-built depot-office building. (Directories of the period indicate MA&CR's general office was located in Anoka but that an office was also maintained at 4200 Washington Ave. N., Minneapolis, for several years.) During 1917 track was extended from the Anoka wye north to a connection with the Lincoln Mill spur track where it left the N.P. Ry.-G.N. Ry. main line. MA&CR could then access its industrial sidings by operating over the Lincoln Mill spur track and eliminate running freight cars on Main St. Under agreements made in April,1921 and March,1922 MA&CR electrified the Lincoln Mill spur track and the industrial sidings and took over all G.N. Ry. freight service over the spur track.

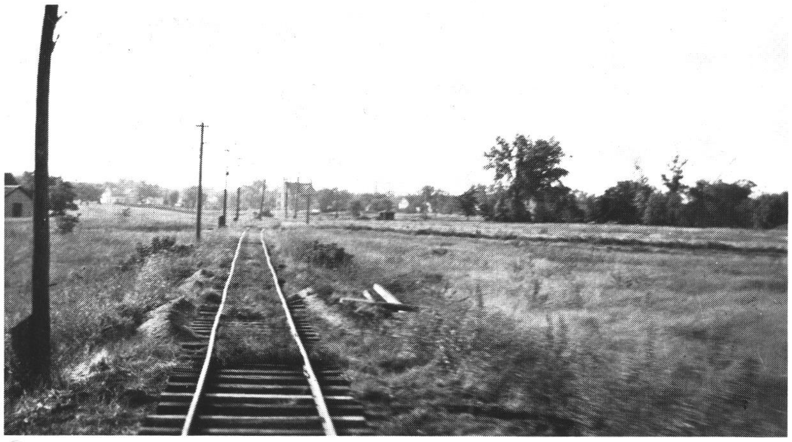
A 40% decrease in total revenues had been experienced over a five-year period. Passenger revenue had declined substantially although freight revenue had increased slightly. It was reported that the profitable condition in earlier years was due largely to the patronage of the Lincoln Mill which shipped a great deal of grain into and flour out of Anoka. As the time for the passenger run between Minneapolis and Anoka had never been less than one hour and the roadbed never smooth, the passenger service was not as popular as it might otherwise have been. On July 9,1926 the company entered receivership on order of the U. S. District Court. Edward P. Burch was appointed receiver.

The 1921 agreement with the G.N. Ry. for switching cars on the Lincoln Mill spur track was terminated by the G.N. Ry. with the approval of the receiver. The G.N. RY. then performed all the switching, charging the MA&CR an amount for each of its cars handled. The MA&CR was listed as in the process of foreclosure in June,1928, when an attempt was made before the Interstate Commerce Commission to obtain an increased share of the freight revenues on carload freight traffic in and out of Anoka. This was turned down by the I.C.C. During 1929 the receiver attempted to get TCRT to purchase all of the equipment, or at least the passenger cars, as he said the Soo Line was interested in purchasing the MA&CR in order to obtain certain savings in freight rates. None of these proposals were consummated.

On August 20,1929, the MA&CR Ry. was sold at a public auction to W. D. Lovell of Minneapolis for $35,000.



Right: Looking south from the long cut at Bryan station which, on the north, opened to the long fill at Coon Creek. This fill was eroding badly in 1943 according to a consulting engineer's report. The photograph was taken from the rear platform of a passenger car on June 27, 1937. (Herman Rinke)



Left: Looking toward Anoka from the location of the gravel pit siding in the early 1940's. The cross-tie renewal program ordered by the Minnesota Railroad & Warehouse Commission is in progress. (Joe Hutchinson collection)

Service on Anoka Line Is Promised by April 6
Minneapolis Morning Tribune (1909-1922); Apr 3, 1915;
ProQuest Historical Newspapers Minneapolis Tribune (1867-192
pg. 21

Service on Anoka Line Is Promised by April 6

Three Trips Daily to Be Made Between Minneapolis and Anoka.

32-Passenger Autos Will Bring Patrons Downtown, Says Attorney.

Train service on the Minneapolis, Anoka and Cuyuna Range Railway Company's line from Minneapolis to Anoka will be resumed next Tuesday, according to an announcement made today by F. H. Stevens, attorney representing the interests which recently obtained control of the road. The road used to be known as the Minneapolis and Northern. A contract with the Soo Line was closed yesterday, allowing the use of the main line bridge at Camden Place over the Mississippi to get the Anoka line trains to their station at Washington Avenue and Camden Place. An engine and two cars will be put in service as soon as they arrive and will make three trips daily over the 17 miles of track already completed.

Suits Pending.

Inability of the company to obtain gasoline propelled cars for immediate use caused the purchase of a steam engine and the Anoka City Council has given permission for the company to operate the engine-drawn train into Anoka as far as the "Y."

Charles P. Bratnober, president of the Central Warehouse Lumber Company, recently acquired control of the line, and, according to Mr. Stevens, a bond issue to cover repairs on the roadbed and furnish operating equipment will be made as soon as several suits now pending in the District Court are settled. Among the suits are several to quiet title on portions of the right-of-way and to determine the priority of claims against the road.

Autos for Patrons.

The company has ordered two 32-passenger automobiles to be used in giving patrons of the line quicker service to downtown Minneapolis. The automobiles are expected to be in commission early in May. This will give patrons of the line option on the use of the street car from the Washington Avenue Station or of taking the automobile at the railway terminal at the Marshall Street northeast crossing of the Soo Line.

"The new company has under advisement the proposition to electrify the line within a year," said Mr. Stevens. "We are planning to obtain power as soon as the line is projected toward Brainerd and the Cuyuna Range. We are considering two propositions for supply of electric power."

It is understood that the new company is considering propositions from the Coon Creek Power Company and also from the Cuyuna Power Company, which a year ago began constructing a power plant on the river below Brainerd. No extension of the line is contemplated this year, according to Mr. Stevens.

Mpls Tribune 6-15-1915

Suburban Line Contract Now Up to City Council

Anoka Traction Company Would Use Western Avenue and Second Street Tracks.

It Becomes Subject to All Regulations Which Govern Traction Company—5 Cent Fares.

The City Council at an adjourned session this afternoon is expected to confirm the contract between the Minneapolis Street Railway company and the Minneapolis, Anoka and Cuyuna Range Railway company, by which the latter line will bring its suburban cars into downtown Minneapolis over the Western avenue and Second street car line. The suburban company, for the concession asked, agreeing to:

Allow firemen and policemen to ride free on their cars inside the city limits.

Carry outgoing passengers who live between the present terminus of the Second street line and the city limits, and to accept and give transfers from and to street railway lines.

Charge a five-cent fare for passengers from the downtown district to the city limits.

Operate subject to same regulations which govern the Minneapolis Street Railway.

Pay a yearly license of $25 for each car operated.

The connection between the two lines will be laid by July 1 along Marshall street northeast to Thirtieth avenue to Grand street.

MINNEAPOLIS. 363,454 (1916).

508—Minneapolis, Anoka & Cuyuna Range Ry. Co.—Office. 4200 Washington Ave., No. Gen. Office Anoka. (Connects Minneapolis and Anoka.)

Pres. C. P. Bratnober...... .....St. Paul
1st V. Pres. —— ——
2d V. Pres. H. L. Bratnober
Sec. H. H. Stevens..........Minneapolis
Treas. F. H. Stevens........ "
Compt. H. J. Draheim
Plils and Terr Rd., St. Paul
Audr., Gus Peterson..............Anoka
Gen. Mgr. A. E. Appleyard...Minneapolis
Supt. & Pur. Agt. A. A. Kronhold..Anoka
Gen. Fgt. & Pass. Agt. L. J. Ebert.St. Paul
Elec. Engr. M. M. & Engr. Pwr. Sta.
Edward Marander................Anoka
Energy purchased from Minneapolis Gen. Elec. Co.

2 sub-stas. tot. cap. 600 kw; 2 rot. conv. Car barns and repair shops at Anoka.

19.21 miles (3.77 miles leased); 4-8½ g; 7 motor pass., 1 other motor and 4 other cars; 1 elec. loco. ★50

5-1920

Minneapolis Morning Tribune (1909-1922); Oct 7, 1915;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 4

ANOKA CARS TO RUN INTO HEART OF CITY

Electrification of M. A. & C. Line Is Completed and Schedule Announced.

TWO BLOCKS ARE LOOPED

Extension Finished Some Time Ago Now Connects With Street Railway.

Electrification of the Minneapolis, Anoka & Cuyuna Railway company's line has been completed and cars will operate on a regular schedule, starting Oct. 9, according to an announcement made yesterday. The cars will come into down town Minneapolis over the lines of the Minneapolis Street Railway company and will be labeled "Minneapolis and Anoka." Regular street railway cars will be used.

The schedule calls for seven regular cars each way daily. The first car will leave Anoka for Minneapolis at 6:30 a. m. From Minneapolis, the first car will leave the corner of Marquette avenue and Sixth street at 8 a. m. Other cars will leave Minneapolis at 11 a. m., 2 p. m., 5:30 p. m., 8 p. m. and 11 p. m.

To Turn onto High Street.

The cars coming into Minneapolis will be over the tracks of the Street Railway Company, using the Western and Second street line. The Anoka company's tracks meet those of the Street Railway company at Thirtieth and Grand avenue northeast. The cars will turn onto High street from Hennepin avenue and will go down Marquette avenue to Sixth street. They will go down Sixth street to Second avenue south, down Second avenue south to Washington, down Washington to Marquette avenue and then down to High street on the return trip.

Loop Around Two Blocks.

Passengers for Anoka will be delivered in the center of the business district. The company has built a loop around the two principal business blocks. The cars will lay over and start from the public park in Anoka, near the Rum River bridge.

The extension connecting the line with the Minneapolis Street Railway company was started last spring and was finished some time ago. Electrification of the line took a longer time, owing to the difficulty in obtaining copper wire.

6-22-1916

Onaway Park

—ON THE—

Anoka Electric Line

(Minneapolis, Anoka & Cuyuna Range Ry. Co.)

OPEN TO THE PUBLIC

Located on the Mississippi River and a delightful spot for Campers and Picnickers, fine spring water, wild flowers and ferns in profusion; equipped with benches, tables and other facilities. Spend your Fourth of July and Sundays in one of nature's beauty spots. Auto road through park. Reduced rates throughout summer. Round trip tickets to Onaway Park **30¢.**

Take a trip to Anoka through a picturesque country or see the large dam at Coon Rapids and try the pike fishing.

For information phone Nicollet 1369—Center 1673; or write general office, Anoka.

Mpls Tribune 9-19-1915

Minneapolis, Anoka & Cuyuna Range Railway Company

NOTICE

Effective Sunday Night, Sept. 19, at Midnight, all trains will be abandoned, excepting as follows:

No. 2—Leaving Anoka at 6:30 a. m.
No. 7—Leaving Camden at 6:50 p. m.

Regular schedule will be resumed in about four days.

MINNEAPOLIS ANOKA & CUYUNA RANGE RAILWAY

Directors

Charles P. Bratnober	Pillsbury & Terr. Rd., St.P	1915-1928
A. F. Pratt	Anoka	1915-1928
F. H. Stevens	Stevens & Stevens	1915-1928
H. H. Stevens	529 Palace Bldg., Mpls.	1915-1922
J. M. Junge	Pillsbury & Terr. Rd., St.P	1916-1922
A. E. Appleyard	Ashland, Wisc.	1916-1917
	1st Security Bldg., Mpls.	1918-1928
A. A. Kranhold	Anoka	1916-1928
C. A. Bratnober	(no directory for 1922)	1923-1928
H. L. Bratnober	(no directory for 1922)	1923-1928

No directors listed as of 12-31-29.

Officers

President	Charles P. Bratnober	1915-1928
First Vice President	F. H. Stevens	1915
	J. M. Junge	1916-1920
	H. L. Bratnober	1921-1928
2nd Vice President	H. Junge (Pills.& Terr.Rd.)	1918
	H. L. Bratnober	1919-1920
Secretary	H. H. Stevens	1915-1922
	C. A. Bratnober	1923-1928
Treasurer	H. H. Stevens	1915
	F. H. Stevens	1916-1922
	C. A. Bratnober	1923-1928
General Counsel	Stevens & Stevens	1915-1928
Auditor	A. A. Kranhold	1915-1917
	Gus Peterson (Anoka)	1918-1926
	A.or G. V. Arvidson (Mpls.)	1927-1929
General Manager	A. E. Appleyard	1916-1926
General Supt.	A. A. Kranhold	1915-1926
Mechanical Supt.	G. E. Marander	1916-1924
	Paul Cyr	1925-1926
	C. E. Peterson	1927-1929
Comptroller	T. H. Skonnard (St.Paul)	1917
	H. J. Droheim (Pills.&Terr.Rd.)	1918-1926
Roadmaster	Sydney Cooper	1927-1929
Receiver	E. P. Burch	1926-1929
Engineer	H. E. McWethy	1927

ARTHUR E. APPLEYARD

Electrical engineer turned inventor. Third major builder (Appleyard syndicate) of Ohio interurbans; Boston money market. Astute, forceful, brash, persevering and persuasive. Socially adept.

1897 became managing director and treasurer of Dayton, Springfield & Urbana Electric Railway. Sold $750,000 of first mortgage bonds to eastern investors 11-1898. Dayton-Springfield-Urbana completed 1900. Construction was performed by Appleyard's Great Northern Construction Co. The Urbana, Bellefontaine & Northern Railway, Urbana-Bellefontaine, completed 1903. Appleyard sold $500,000 first mortgage bonds to local and eastern investors. UB&N Ry. leased to DS&U Ry. 1-1-1903.

Other companies owned by the syndicate.

Columbus,London & Springfield Ry.	completed 1902.
Columbus,Buckeye Lake & Newark Ry.	completed 1902.
Columbus,Newark & Zanesville Ry.	completed 1904.

Columbus, Grove City & Southwestern Ry.
Central Market St. Ry., Columbus.

Apparently had an objective of operating an electric railway from Cincinnati to Toledo. During 1901 purchased the Dayton,Lebanon & Cincinnati Railroad (steam), 23 miles from southeast of Dayton (connection with CH&D RR.) to Lebanon. Opened 1893. Never made a profit; in several years revenue did not cover operating costs. Also acquired a narrow gauge steam railroad, the Ohio River & Western, operating from Zanesville to Wheeling. Proposed to standard gauge and electrify this property.

1-13-1903 the syndicate organized the Kenton & Southern Railway to build from Bellefontaine to Kenton, and thence to Findlay and a connection with the Toledo,Bowling Green & Southern Ry. Hoped to obtain trackage rights over that line to downtown Toledo. Board of directors 3-1903 authorized issuing $600,000 first mortgage bonds, the DS&U Ry. to guarantee the bonds and acquire all capital stock.

From an article in a 1904 issue of the STREET RAILWAY JOURNAL. "The Appleyard system in Ohio, which is about to be consolidated into the Ohio Union Traction Company, includes the following operating roads: Columbus, London & Springfield Railway; Columbus, Grove City & Southwestern Railway; Dayton, Springfield & Urbana Railway; Urbana, Bellefontaine & Northern Railway; Springfield & Western Railway; and the Central Market Street Railway, in Columbus. The syndicate owns the Ohio River & Western Railway and the Dayton, Lebanon & Cincinnati Railway, steam roads which are to be equipped with electricity, and is building the Kenton & Southern Railway. In connection with the Tucker-Anthony interests the Appleyard people, speaking generally, aim to operate through trains between Cincinnati, Columbus, Cleveland, Pittsburg and Toledo."

New York Times 6-6-1903 confirmed the rumor that Appleyard had gained control of the First National Bank of Boston. The financial panic of 1903 (rich man's panic) gained momentum during September 1903 cutting off bank loans and investment sources to electric railways from Cincinnati, Philadelphia and Boston financial centers.

The DS&U Ry. was profitable. Appleyard would not provide periodic financial statements with one exception, the year ended 12-31-1903.

Gross Earnings	$224,779
Operating Expenses and Taxes	121,509
	103,270
Track Rentals (Net)	9,500
	112,770
Bond Interest (*)	37,500
Net Profit	75,270
	======

(*) The interest requirements of the UB&N Ry. $25,000 per year are not included. This line did not open until December 1903.

Apparently Appleyard was diverting cash to meet obligations of the syndicate's other investments. The DS&U Ry. was not paying dividends, postponing improvement projects, and very slow in paying creditors.

April 1904: the syndicate acquired control of the German American Bank of Buffalo and its subsidiary, the German Bank of Buffalo. In June, Richard Emory, who had been hired in 1902 as general manager of the railway properties, and who was a nephew of the prestigious banker, T. Edward Hambleton, was named president of both banks. Emory subsequently authorized loans to Appleyard totaling more than $600,000 collaterized by common stock of his various companies. The cashier of the bank publicly criticized Emory for these questionable loans, causing a run on the bank by its depositors resulting in state closure 12-5-1904. Appleyard had failed to make timely interest payments and pay off the loans when due. If he could not repay the loans the bank would probably be forced to liquidate. By the end of December 1904 it was apparent that Appleyard was unable to raise the $644,000 necessary to repay the bank and that he would have to sell his railway properties to pay other debts.

Creditors forced the various railway properties into receivership in January 1905, except the UB&N Ry. until March 1905. The receivers could not work out a re-organization plan so the DS&U Ry. was sold at a foreclosure auction 2-18-1906 to the Schoepf interests. They then purchased ~~teh~~ the UB&N Ry. 2-23-1906 at the court established minimum price. They also purchased the CM St.Ry., CL&S Ry., CBL&N Ry., CGC&SW Ry., and leased the CN&Z Ry.

The Chippewa Valley Railway Light & Power Co., Eau Claire to Chippewa Falls, Wisconsin, 14 miles opened 1898, was an Appleyard property prior to 1905 when it was acquired by local lumbermen.

A Springfield, Ohio, newspaper reported that Appleyard had failed to cover a margin call on 13,000 shares of United Gas Improvement Co. in June 1907 and seemingly declared personal bankruptcy. One source estimated his total losses at $1.6 million. Appleyard then apparently vanished from public view.

An Arthur E. Appleyard was reported as general manager of the Minneapolis, Anoka & Cuyuna Range Railway, Anoka, Minnesota, in various directories.

December 1916: address Ashland, Wisconsin.
July 1918: address Minneapolis, Minnesota.
January 1924: address Minneapolis, Minnesota.

As of early 1925 he held 205 shares of common stock and 510 shares of preferred stock of the MA&CR Ry. Could he have been involved in the sale of MA&CR Ry. mortgage bonds to the Saco & Biddeford Savings Institution of Saco, Maine?

Arthur E. Appleyard

[illegible] by Blair

#1

REPORT FOR SACO & BIDDEFORD SAVINGS INSTITUTION
UPON THE
MINNEAPOLIS, ANOKE & CAYUNA RANGE RAILWAY COMPANY

HISTORY OF PROPERTY

- - - - - - - - -

Some time prior to 1915 this property was owned by the Minneapolis and Northern Railway Company, of which Harry H.Heaton, L.B.Bolduc and F.H.Hunter, all of St. Paul, were President, Vice-President and General Manager, respectively, and one R.F.Malone, traffic manager: The latter being succeeded by A.A.Kranhold, the present Superintendent.

This original interurban property included the right of way and track, proposed terminals, certain cars and other equipment, but it was not electrified; combination gas and electric cars were being operated.

Mr.C.P.Bratnober of Minneapolis, then a large lumber operator, held a lien against the original company for lumber used in the construction of bridges. There were also other lienors, and the total liens outstanding aggregated between 63 and 64 thousand dollars. All of these liens were acquired by C.P.Bratnober and by virtue of legal proceedings taken thereon he became owner of the property.

The Minneapolis, Anoka and Cayuna Range Railroad came into existence in 1915, with C.P.Bratnober, H.L.Bratnober and C.A.Bratnober, President, Vice-President, Secretary and Treasurer, respectively, (father and two sons) It was the original plan to extend this road approximately 140 miles further into Cayuna Range, and operate out the ore as a freight item.

This proposal was discontinued when the Soo and Northern Pacific Railroard extended their properties into this territory.

Mr.C.P.Bratnober sold this property to the present company after its incorporation for $125,000 in bonds; $300,000 preferred and common stock - The remaining $125,000 of bonds, of the total number of $250,000, then authorized, were sold to Burgess, Lang & Company for eighty. Following this sale to Burgess, Lang & Company the property was electrified at a cost of approximately $26,000, adding the transmission lines and necessary equipment therefore,and certain changes made in the other equipment with some general improvements made to the property as a whole.

In 1917 supplementary mortgage was given covering items claimed to be additions or improvements and aggregating in alleged value $46,000; for the same $34,000 of the bonds were certified out by the American Trust Company as trustee.

In 1920 a supplementary mortgage was given covering items claimed to be additions or improvements and aggregating in alleged value $52,000; for the same $39,000 of the bonds were certified out by the trustee.

In 1922 a supplementary mortgage was given covering items calimed to be additions or improvements, and aggregating in alleged value $82,565; for the same $57,000 of the bonds were certified out by the trustee.

In so far as the trustee is concerned, these certifications, aggregating $130,000 of bonds were made upon affidavits and data submitted by the company, and were accepted without investigation or examination of the property by the trustee. It was no doubt justified in this procedure. This suggestion is made without examination or study of the mortgage deed of trust, which might be the basis of a different conclusion.

Trustee Aug 1929
was reported as
American Mortgage
Company, Boston,
Mass.

The last $96,000 of bonds certified were pledged by the Company as collateral for an individual loan of $25,000 from C.A.Bratnober, Treasurer of the Company, and we were unable to secure the data of this loan. It is claimed by the officers of the Company that the proceeds of the loan were used for filling of bridges necessary at the time. On this loan the collateral was sold on October 31, 1925, and bid in by C.A.Bratnober for the amount of this loan and interest. Therefore, at this time it is claimed that 390 of the bonds duly certified are outstanding.

"390" should be "380"

The exact status of these latter bonds cannot be ascertained until a complete audit and examination of the records of the company has been made, but upon information secured we believe that large items included as improvements are improperly described as such, and that the certification of these bonds upon the same was at least irregular, if not illegal.

Under the sinking fund provision of the mortgage no bonds have been retired to date. The officers of the company and trustee claim that they have exercised the alternative provided for in mortgage of using sinking fund requirements for improvements to the property, and again in this respect the items calimed would indicate irregularity or illegality, but this cannot be definitely ascertained until a complete audit is made. The improvements and additions claimed by the officers of the company include filling of four bridges with no cost figure given for the same; the purchase of two electric locomotives,one for sum of $12,000 and another for ~~sums~~ sum of $8,000; the purchase of one snow plough, for sum of $2250.00; the purchase of one rotary for sum $1591.00; the purchase of "The Loop", so called, and construction thereof, with no cost figures given; also the purchase of a lathe, drill-press and small tools.

- - STOCK HOLDINGS - -

There are 27 stockholders of the common stock - of which, however, the Bratnober family own 637 of the 1000 shares outstanding.

There are 44 stockholders of the preferred stock - of this issue the same family ownes 925 of the 2,000 shares outstanding.

In addition to the Bratnober family 205 shares of common and 510 shares of preferred stock are owned or controlled by one A.E.Appleyard of Minneapolis, who is a director of the company, and who we believe received the same for promotion or similar efforts.

Therefore of the stock issue 842 shares of the common and 1435 shares of the preferred are held or controlled by these two families - A very substantial majority of both issues. Upon the preferred stock dividends have been ✓ continuously paid to June 1925 - This shows a return in dividends, aggregating 66 1/2% of par value.

RESULT OF OPERATIONS

For several years after 1915 this Company did a good passenger business, reaching the peak in 1919 by carrying V 333,000 passengers, but the books show a decrease each year thereafter. With the passenger revenue dropping from $82,940.14 in 1921 to $38,740.71 Sept. 30, 1925.

The freight traffic, on the other hand, shows a substantial increase with gross business in 1921 of $22,271.16 and $50,132.98 for year ending Sept. 30, 1925

The competition is very keen in both passenger and freight traffic - bus lines (usually crowded) confront the former, and railroads parallel; The latter, with public opinion inclined to say "The busses have killed the trolley".

PRESENT FINANCIAL CONDITION

A general balance sheet of the company showing current assets and liabilities gives the clearest picture of the situation: As of October 31, 1925

ASSETS

Cash	$20,743.30
Notes Receivable	2,448.55
Accounts Receivable,	16,890.77
Materials and supplies,	6,417.57
Interest and dividends received	219.31
	$46,719.50

LIABILITIES

Notes Payable.	$ 2,683.38
Wages Payable.	4,109.28
Miss. Accounts Payable	37,280.71
Due Other Roads	7,100.00
	$51,173.37

While this is the set-up in their statement the item of $16,890.77 carried in assets under "Accounts Receivable", is due other roads on interline freight adjustments - The adjustments are not finally paid until from thirty to sixty days after the reports are made up. In addition to this the item of materials and supplies would show a shrinkage of $4,000.

We feel, therefore, that total assets would be sufficient to pay only fifty cents on the dollar - In fact, the Treasurer and Superintendent frankly stated this to be the situation.

In so far as the item of surplus is concerned, (for last few years), we find this to be a book entry only.

PRESENT MANAGEMENT

While the company has the usual officers, the present company is, in our judgment, entirely conducted by one A.A.Kranhold, the superintendent.

He has been with the company since its organization in 1915 - Until June 1925 receiving a salary of $350.00 per month - And since this date he has been paid $150.00 per month, plus 10% on freight and express business, excepting that of the Pillsbury Company. He is a shrewd operator, with his real interest in this property confined to payday. And we feel that he would welcome being relieved from present responsibility.

The present Treasurer, C.A.Bratnober, is a young man whose occupation we were unable to learn - knowing very little or nothing of railroad operation, and who would accept all orders from the superintendent - His support has apparently come from the preferred stock dividends during the last few years, but he has no real interest in or ability to assist the company.

The President, Vice-President and Directors are nominal only; and each has other active interests, and apparently very little thought for this property.

ATTITUDE OF BANKING INTERESTS

Investment houses will have nothing to do with the property - Consider it has been milked, and is of little or no future value.

The Treasurer suggested that local interests might be willing to make an offer not exceeding 25% for the bonds; but was unwilling to disclose who were the parties interested.

MEMO :

We were told of the old terminal belonging to company in Minneapolis being sold - This according to trustee has never been released - And, therefore is an additional asset - The selling price we were told was $5,000.

PRESENT PROPERTY

The property at present is an interurban traction running from the Seventh Street Terminal, so called in the City of Minneapolis to the city limits, under authority of a City Ordinance over rails of the twin city traction company with charge therefor of three cents per passenger. Passengers can only be taken for points beyond the city limits, and on incoming trips for points within the city limits. This covers a distance of 4.77 miles from city terminal. The franchise therefor is of little value except as it serves a very small population living just beyond the city limits on the private franchise of this road. From the city limits of Minneapolis the property is operated over private right of way to the City of Anoka, with a population of from four to five thousand inhabitants, a distance on this private right of way of approximately 14.23 miles. Along this right of way the service is confined to a population of not more than two hundred people. The service is available for the population of Minneapolis, which is approximately 475,000, but would be little used by the same as there is no apparent need of it; there are no attractions of any kind, except a small park between Minneapolis and Anoka.

The property adjacent to this private right of way has little or no value at present. Real estate projects having been resorted to, but proved unsuccessful.

The remainder of the line of .51 of a mile, making the aggregate mileage a little more than nineteen miles, is operated under ordinance from the City of Anoka, through its streets, to the terminal centrally situated in the city. This privilege, you understand, is exclusive in favor of this company so far as other tractions are concerned, but bus lines are competitors just across the river over a splendid cement road straight to Minneapolis.

In addition to the main line of track there are several sidings, spur tracks and in the City of Anoka a freight loom, so called, which makes a shorter haul of freight from the terminal and eliminates continuous traffic over the main streets of the city. The value of the franchise in Anoka, except as a portion of the whole system, is nothing. The city is small in area, and its population is very much centralized, so that the distances from one section of the city to another would not support a local service.

The above described public and private franchises with transmission lines make up the right of way itself.

The Company owned but sold its former terminal under the claim that better facilities resulted from the present rental privileges in Minneapolis. The terminal of the Company at Anoka is built on leased land belonging to the city, with no resulting benefits, we are informed, in case of abandenment or non-use by the company, although the station and office is a substantial brick building, and might be, for some purposes, of considerable value. The company owns a piece of land and buildings thereon in Anoka used as a car barn site; the buildings at the present time are in a very poor condition, and could probably only be reapired at a cost in excess of their value. In addition to this, the company owns about one hundred lots in Anoke adjacent to the freight loop above mentioned, and acquired when this right of way was purchased. These lots are estimated in value from fifty to seventy-five dollars each. The company also owns 25 acres of low land in a settlement known as "Friedly", between Minneapolis and Anoka, acquired in connection with right of way purchases and we are informed is of little or no value.

Presonal property owned by the company consists of two rotaries, terminal equipment, tools, ties, poles, rails and incidental personal property - 20 shares Building and Loan Association stock worth $390.00 and one share of a local corporation par value $100.00, but of no value.

The rails of this road are 56 Lb. weight, laid on defective or second class ties, 2,600 to the mile, with nothing but cinders or sand as ballast; poles used are 30 ft cedar, set 150 feet apart on straightway and 100 feet apart on curves carrying usual brackets, insulators and number 4 copper wire - Power used is furnished by the Northern States Electric Company at the rate of 1 1/8 cents per kilowatt hour. The two rotaries are in the plant of this power company, for which there is a monthly rental charge of $15.00

ROLLING STOCK

Three passenger cars, one express car; one work car, two freight locomotives, one plough, one dump car, two flat cars, one electric welder; one steam engine for freight, one gasoline hand car, constitute the rolling stock - Of this equipment two of the passenger cars are in good condition; the two freight locomotives are in fair condition; The rest of the equipment is in a very poor condition, and the freight car useless so that the present management has for some time been hiring freight cars from the railroad company at the rate of one dollar per day.

3 Psgr = #2 and #8 (Rebilt 1925) + #1 (Rebilt 1926)
1 Exp = Rebilt #3
2 Frt = #5 and #100
1 Plow = #25
1 Dump = #2
2 Flat = #101 and #102 ± #103 (retired 1926)
1 Steam Loco = #1

OPERATION OF ROAD

The following is an outline of the present management:

ANOKA OFFICE

The superintendent, at salary of $150.00 per month, plus commission of ten per cent on freight and express, except business of the Pillsbury Company.

The Auditor at salary of $150.00 per month.

The agent, at salary of $100.00 per month, plus commission of 5% on freight and express over $600.00 and 10% on the same over $700.00

The stenographer at salary of $65.00

Auto truck $35.00 per month for collection and delivery of freight and express.

ANOKA CAR BARN

Master Mechanic, at salary of $165.00 per month

Mechanic 42 1/2 cents per hour

Cleaner 38 1/2 cents per hour

MINNEAPOLIS OFFICE

Agent at salary of $90.00 per month

Secretary & Treasurer - No Salary

CAR OPERATORS

Freight car conductor, who is also road
and yard master, $150.00 per month -
Freight car motorman, 41¢ per hour

Four passenger conductors at salary of -
two at 45¢ per hour, two at 42 1/2¢ per hour
nine hour day

The nine hour day is uniform standard of hours

EXAMINATION OF THE PROPERTY

On the morning of November 9th we took the regular ten o'clock car on its inward trip, and found the same to be in very good condition as to neatness and appearance. Advertising space all taken, and eighteen passengers were let off at or before reaching the terminal - The fare from Minneapolis to Anoka is fifty cents one way - seventy-five cents for round trip, and special rate for commuters. On this trip twenty-two passengers were carried, about two tons of freight, and a little express. The car is a one-man car, combination motorman and conductor in charge, and the employees we saw were very untidy in appearance. The car, as before mentioned, was operated over the Twin City Traction Company lines to the city limits. Getting on the private right of way of the company we found the rails, milled in 1901, in very poor condition, extreme need for welding at the joints, very apparent need of many tie replacements, as many were out to a depth of 1 1/2 inches. Space between the track for most of the distance was completely filled with weeds and grass, indicating little maintenance of this nature for some time, or else showing a very rapid development of weeds and grass. The poles, brackets and wire appeared to be in fair condition; some need of a few pole replacements. The running schedule is one hour and ten minutes, and the trip was made on time. It may be that the condition of ties and rails is due to the fact that so much freight is hauled by steam locomotive from adjacent railway lines, and the heavy loading of cars is too mich weight for the rails to carry, but this freight business is essential, as it seems to be the only paying revenue at the present time.

Upon inquiry we found that the road is appreciated, but its future uncertain due to bus competition.

We also found that the company has paid current bills promptly, and stands well in this regard. Its banking is done with Anoka National Bank, or State Bank of Anoka.

It seems to be the conclusion of the officers of the road that passenger traffic is at its lowest ebb and freight traffic at the peak.

It is our feeling that the property has been the subject of gross mismanagement by its officers - That careful and economical judgment by its officers would not have permitted the present situation - It would certainly seem, Minnesota Law sustaining it, that gross waste has been committed by the officers of this company, for which there should be corporate and individual liability.

We feel that all bondholders should be immediately notified so that they may name a committee to protect their rights under the mortgage and take such procedure as appears proper after complete audit of the books and accounts, and advice on legal questions involved.

If the present passenger and freight traffic can be held and the waste of operating cost eliminated, the property can earn its operating expense and all fixed charges. If there proves to be corporate and individual liability against the company and the officers a judgment can, we are satisfied, be collected. The proceeds from this should be sufficient to rehabilitate the road. If not, it is possible that a reorganization might be effected, which would return fifty cents on the dollar of original investment. In the absence of the latter we are satisfied of finding buyers for these bonds in Minneapolis at the rate of twenty-five cents on a dollar. This disposition would net much more than selling for junk by receiver on foreclosure proceedings. We advise retaining present holdings until a protective committee is organized, an audit of the affairs of the company made, and the question of individual or corporate liability determined.

Saco, Maine November 17th, 1925

Respectfully submitted,

(Signed) Franklin R. Chesley

MA&CR RAILWAY CO.						
INVESTMENT IN ROAD & EQUIPMENT						
SUMMARY						
		Way &			General	
Year Ended		Structures	Equipment	Power	& Misc.	Total
6/30/1915	Balance	428,072	3		726	428,801
6/30/1916		42,526	26,804	4,016	11,352	84,698
		470,598	26,807	4,016	12,078	513,498
12/31/1916		10,409	7,113	4,747	(364)	21,904
Adjustment to balance						29
12/31/1916						535,431
12/31/1917		3,656	5,250	22	154	9,082
						544,513
12/31/1918		4,732	12,038	1,592		18,363
						562,876
12/31/1919		14,613	11,257	1,814		27,684
						590,560
12/31/1920		10,987	16,279	(98)		27,168
						617,728
12/31/1921		39,284	(2,899)			36,385
						654,113
12/31/1922		10,035	12,917	2,189		25,141
						679,254
12/31/1923		3,369	(2,947)			422
						679,676
12/31/1924		(2,662)	(9,022)			(11,684)
						667,991
12/31/1925		2,300	1,965			4,264
						672,256
12/31/1926	Receivership	(5,323)	(11,929)	(1,942)	(134,806)	(154,000)
						518,256
12/31/1927		1,227	(288)			939
						519,195
12/31/1928		200	609			809
						520,004
12/31/1929	No detail listed					(3,315)
						516,689
1929 Sold to MA&CR Railroad						

MA&CR RAILWAY CO.							
BALANCE SHEETS							
		6/30/1915	6/30/1916	12/31/1916	12/31/1917	12/31/1918	12/31/1919
ASSETS							
Road & Equipment		428,801	513,498	535,431	544,513	562,876	590,560
Current Assets		989	25,955	18,542	57,505	50,024	58,133
Unadjusted Debits	1	199	29,226	28,580	33,369	31,824	30,633
Investment in Bonds/Stocks					10,000	10,000	10,000
Total		429,989	568,679	582,553	645,387	654,721	689,326
LIABILITIES & CAPITAL							
Current Liabilities		6,240	9,511	9,738	11,853	8,572	17,189
Unadjusted Credits	2	273	1,865	8,013	19,560	28,850	51,740
Mortgage Bonds		125,000	250,000	250,000	284,000	284,000	284,000
Common Stock		100,000	100,000	100,000	100,000	100,000	100,000
Preferred Stock		200,000	200,000	200,000	200,000	200,000	200,000
Surplus		(1,524)	7,303	14,803	29,974	33,299	36,396
Total		429,989	568,679	582,553	645,387	654,721	689,326
1. Includes Discount on Funded Debt							
2. Includes Accrued Deprecation							
Profit & Loss Account; selected transactions:							
Loss on Road & Equipment Retired					(606)		
Miscellaneous Debits							
Miscellaneous Crecdits							
Dividends Paid (7% Preferred)			7,000	14,000	14,000	14,000	14,000

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MA&CR RAILWAY CO.							
BALANCE SHEETS							
		12/31/1920	12/31/1921	12/31/1922	12/31/1923	12/31/1924	12/31/1925
ASSETS							
Road & Equipment		617,728	654,113	679,254	679,676	667,991	672,256
Current Assets		49,602	56,000	53,977	66,302	41,556	41,963
Unadjusted Debits	1	29,065	28,482	26,571	24,231	23,489	89,671
Investment in Bonds/Stocks				160	280	400	520
Total		696,395	738,595	759,962	770,489	733,436	804,410
LIABILITIES & CAPITAL							
Current Liabilities		11,541	46,424	63,452	69,489	68,150	48,431
Unadjusted Credits	2	59,414	63,540	69,136	72,412	51,419	50,832
Mortgage Bonds		284,000	284,000	284,000	284,000	284,000	380,000
Common Stock		100,000	100,000	100,000	100,000	100,000	100,000
Preferred Stock		200,000	200,000	200,000	200,000	200,000	200,000
Surplus		41,439	44,631	43,374	44,228	29,867	25,148
Total		686,395	738,595	759,962	770,489	733,436	804,410
1. Includes Discount on Funded Debt							87,600
2. Includes Accrued Deprecation							
Profit & Loss Account; selected transactions:							
Loss on Road & Equipment Retired							
Miscellaneous Debits							
Miscellaneous Crecdits							
Dividends Paid (7% Preferred)		14,000	14,000	14,000	14,000	14,000	

MA&CR RAILWAY CO.

BALANCE SHEETS

		12/31/1926	12/31/1927	12/31/1928	12/31/1929
ASSETS					
Road & Equipment		518,256	519,195	520,004	
Current Assets		56,830	61,599	50,659	76,505
Unadjusted Debits	1	244	961	589	
Investment in Bonds/Stocks					
Total		575,330	581,755	571,252	76,505
LIABILITIES & CAPITAL					
Current Liabilities		17,951	96,040	81,830	79,346
Unadjusted Credits	2	86,380	91,851	97,546	1,583
Mortgage Bonds			284,000	284,000	284,000
Common Stock			100,000	100,000	100,000
Preferred Stock			200,000	200,000	200,000
Surplus		470,999	(190,135)	(192,124)	(588,424)
Total		575,330	581,755	571,252	76,505
1. Includes Discount on Funded Debt					
2. Includes Accrued Deprecation					
Profit & Loss Account; selected transactions:					
Loss on Road & Equipment Retir		(157,564)	(830)		(1,369)
Miscellaneous Debits		145,261	8,929	3,996	394,566
Miscellaneous Crecdits		(764,185)	(106,093)	(666)	(32)
Dividends Paid (7% Preferred)					
Current Assets included a Special Deposit:					35,000

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MA&CR RAILWAY CO.
INCOME & EXPENSE STATEMENTS

		Year Ended 6/30/1915	Year Ended 6/30/1916	Year Ended 12/31/1916	Year Ended 12/31/1917	Year Ended 12/31/1918	Year Ended 12/31/1919	Year Ended 12/31/1920
OPERATING REVENUE								
Passenger		4,652	43,331	58,055	70,034	68,912	85,809	94,727
Baggage			6	18	26	24	22	24
Express			376	1,216	3,271	3,787	5,816	6,561
Milk			68	239	651	5,006	1,431	5,796
Freight		329	3,373	13,790	38,735	33,640	50,764	47,439
Switching		17	103	144	1,713	377	17	1,383
Other Operating	1	23	408	419	1,431	624	1,019	1,210
Total		5,021	47,766	73,881	115,861	112,370	144,877	162,623
OPERATING EXPENSE								
Maintenance of Way & Structures		(493)	(2,956)	(5,462)	(17,143)	(22,530)	(33,622)	(27,043)
Maintenance of Equipment		(317)	(1,834)	(2,646)	(4,997)	(4,988)	(10,547)	(13,639)
Power		(955)	(4,218)	(5,690)	(7,666)	(7,766)	(8,551)	(8,781)
Transportation		(1,182)	(6,191)	(9,094)	(14,084)	(15,780)	(18,792)	(24,136)
Traffic		(99)	(673)	(884)	(724)	(863)	(731)	(812)
General & Miscellaneous		(294)	(2,783)	(7,454)	(21,134)	(19,562)	(31,285)	(37,073)
Total		(3,340)	(18,655)	(31,230)	(65,748)	(71,489)	(103,527)	(118,124)
Operating Profit (Loss)		1,681	29,111	42,651	50,113	40,881	41,350	44,499
Taxes		(251)	(2,626)	(3,995)	(6,723)	(8,713)	(9,488)	(10,936)
Interest		(2,462)	(9,506)	(11,539)	(14,150)	(14,200)	(14,200)	(14,200)
Rent for Leased Roads		(142)	(163)					
Miscellaneous Expense		(352)	(736)	(398)	(121)	(377)	(114)	(361)
Non-Operating Income		1	57	57	1,249	1,498	1,355	1,792
Amortize Discount on Mtg Bonds			(621)	(1,365)	(1,728)	(1,750)	(1,750)	(1,750)
Net Profit (Loss)		(1,524)	15,417	25,413	28,640	17,338	17,153	19,044
1. Includes Demurrage								
Operating Ratio		67%	39%	42%	57%	64%	71%	73%
Revenue Passengers		18,240	154,621	183,190	247,714	244,206	292,195	333,481
Passenger Car Miles		10,005	103,319	124,900	130,739	134,020	143,123	158,096
Freight Car Miles		920	7,431	26,526	61,825	44,131	33,824	45,604

MA&CR RAILWAY CO.										
INCOME & EXPENSE STATEMENTS										
		Year Ended	Year Ended	Year Ended	Year Ended	Year Ended	Year Ended	Year Ended	Year Ended	Year Ended
		12/31/1921	12/31/1922	12/31/1923	12/31/1924	12/31/1925	12/31/1926	12/31/1927	12/31/1928	12/31/1929
OPERATING REVENUE										
Passenger		82,940	71,482	56,961	43,988	37,303	29,325	25,105	23,874	20,042
Baggage		13	19	27	16	10	3	2		
Mail					124	198	148	186	209	
Express		5,114	5,587	5,869	5,696	7,204	8,683	6,188	6,873	6,209
Milk		274	322	113	118	62				
Freight		22,271	39,690	46,700	53,335	48,200	62,750	43,234	38,334	34,940
Switching		1,148	2,750	2,903	2,839	1,647	2,348	3,095	5,579	7,350
Other Operating	1	375	1,024	1,034	2,078	554	467	203	380	232
Total		112,135	120,875	113,608	108,195	95,179	103,724	78,014	75249	68,774
OPERATING EXPENSE										
Maintenance of Way & Structures		(8,615)	(9,035)	(8,728)	(17,377)	(14,104)	(24,283)	(19,172)	(11,260)	(10,785)
Maintenance of Equipment		(7,684)	(9,840)	(8,315)	(8,033)	(8,399)	(11,217)	(10,191)	(7,938)	(7,849)
Power		(7,500)	(8,142)	(8,304)	(8,111)	(8,488)	(8,908)	(7,739)	(7,129)	(6,221)
Transportation		(22,787)	(24,343)	(24,390)	(25,055)	(19,997)	(21,227)	(22,218)	(19,745)	(17,912)
Traffic		(1,003)	(1,075)	(969)	(1,023)	(1,557)	(1,775)	(690)	(1,540)	(570)
General & Miscellaneous		(25,031)	(29,263)	(21,445)	(24,483)	(21,537)	(31,024)	(32,826)	(23,665)	(23,548)
Total		(72,621)	(81,698)	(72,151)	(84,082)	(74,082)	(98,439)	(92,836)	(71,277)	(66,885)
Operating Profit (Loss)		39,514	39,177	41,457	24,113	21,097	5,285	(14,822)	3,972	1,889
Taxes		(6,458)	(9,101)	(8,252)	(7,060)	(5,246)	(5,777)	(4,010)	(3,879)	(3,603)
Interest		(15,073)	(16,213)	(16,420)	(16,284)	(16,580)	(9,975)			
Rent for Leased Roads				(547)						
Miscellaneous Expense		(65)	(608)	(199)	(261)	(69)	(249)			
Non-Operating Income		1,024	1,099	564	660	748	248	856	1,847	1,318
Amortize Discount on Mtg Bonds		(1,750)	(1,750)	(1,750)	(1,750)	(3,058)	(5,040)			
Net Profit (Loss)		17,191	12,603	14,853	(582)	(3,108)	(15,508)	(17,977)	1,941	(396)
1. Includes Demurrage										
Operating Ratio		65%	68%	64%	78%	78%	95%	119%	95%	97%
Revenue Passengers		275,653	240,766	199,401	159,926	131,887	94,764	70,749	81,529	71,066
								misprint?		
Passenger Car Miles		151,361	141,390	142,264	126,700	126,150	117,545	113,160	117,040	105,480
Freight Car Miles		22,461	53,940	56,356	62,385	56,752	73,177	59,885	49,402	44,705

Moody's Manual 1922

Harry Leanna, Pur. Agt.; W. P. Istas, Supt., Menominee, Mich. **Directors:** G. A. Blesch, John Henes, D. G. Bothwell, F. A. Spies, Edward Daniell, Chas. A. Spies, Menominee, Mich.; R. F. Goodman, Chas. A. Goodman, H. J. Brown, Marinette, Wis.

Office, Menominee, Mich. **Annual Meeting,** second Wed. in April.

MINNEAPOLIS, ANOKA & CAYUNA RANGE RY.—Inc. March 10, 1915, in Maine; successor to Minneapolis & Northern Ry Co. Road extends from Minneapolis to and in Anoka, Minn., 19.21 miles. Sidings, etc., 2.22 miles. Line as above put in operation Oct 8, 1915. Projected, 80 miles. Gauge, 4 ft. 8½ in. Rail, T. 56 lbs. Operated by overhead trolley. Equipment: Locomotive, 1; motor passenger cars, 6; flat cars, 3; service car, 1. Of the line, 14.23 miles is on private right of way; Anoka franchise, 0.51 mile; Minneapolis franchise, 4.47 miles.

Capital Stock.—Authorized and outstanding, $100,000 Common and $200,000 7% cumulative Pfd.; par, $100. Dividends on Pfd. are paid semi-annually, J & J 1. None paid on Common.

Funded Debt.—$284,000 First Gold 5s; dated May 1, 1915; due May 1, 1935; int. M & N 1, at American Trust Co., Boston, Mass., Trustee. Chas. E. Bowen, co-trustee. Coupon, $1,000. Authorized issue, $2,500,000. Subject to call on any interest date at 104 and accrued interest upon 30 days' notice. Sinking fund, begins after 1920, 1% per annum, to be used in retirement of bonds, or may be used for permanent improvements and extensions. A first lien on entire property. Mortgage contains tax free covenant.

INCOME ACCOUNT, YEARS ENDED DEC 31.

	Gross Earnings.	*Oper. Exp. & Taxes.*	*Net Earnings.*	*Other Income.*	*Bond Interest.*	*Amortization, etc.*	*Pref. Divds.*	*Surplus for Year.*
1917	$115,861	$72,471	$43,390	$1,249	$14,150	$1,849	$14,000	$14,640
1918	112,369	80,202	32,167	1,498	14,200	2,128	14,000	3,337
1919	144,877	96,256	48,621	1,355	14,200	1,864	14,000	19,912
1920	162,623	129,059	33,564	1,792	14,200	2,111	14,000	5,044
1921	112,134	79,079	33,055	1,024	14,200	2,688	14,000	3,310

General Balance Sheet, Dec 31, 1921.—Capital stock, $300,000; funded debt, $284,000; loans and notes payable, $25,000; audited accounts and wages payable, $19,057; accrued interest, dividends and rents payable, $2,367; tax liability, $3,227; operating reserves, $21,118; accrued depreciation, road and equipment, $31,037; other unadjusted credits, $8,158; profit and loss surplus, $44,631—total, $738,595. Contra: Road and equipment, $654,113; cash, $21,623; loans and bills receivable, $9,797; miscellaneous accounts receivable, $14,202; materials and supplies, $10,134; interest, dividends and rents receivable, $245; other deferred assets, $456; rents and insurance paid in advance, $1,861; discount on funded debt, $24,909; other unadjusted debits, $1,256—total, $738,595.

Officers: C. J. Bratnober, Pres.; H. L. Bratnober, V-P, St. Paul, Minn.; F. H. Stevens, Treas.; H. H. Stevens, Sec., Minneapolis, Minn.; A. A. Kranhold, Supt. & Pur. Agt., Anoka, Minn.; A. E. Appleyard, Gen. Mgr., Minneapolis, Minn.; Gus Peterson, Aud., Anoka, Minn. **Directors:** C. P. Bratnober, St. Paul, Minn.; F. H. Stevens, H. H. Stevens, A. E. Appleyard, Minneapolis, Minn.; A. F. Pratt, A. A. Kranhold, Anoka, Minn.

Offices, Anoka, Minn., and Minneapolis, Minn. **Annual Meeting,** in February.

REFERENCE NOTES ON BOND ISSUES (Continued)

2. Midway Gas Co. 1st and ref. gold 6s: Dated Dec. 1, 1915; due Dec. 1, 1929. Interest paid J. & D. 1 at Mercantile Trust Co., San Francisco, Trustee. Coupon, $1,000; registerable as to principal. Under the reorganization plan effective as of June 30, 1915, the company exchanged these first and refunding mortgage bonds for all of the then outstanding first mortgage Series A, 6% 10-year gold bonds which were cancelled and the mortgage released. The mortgage provides that after paying operating expenses, taxes and interest on outstanding bonds the directors shall set aside a sinking fund beginning at $50,000 on December 1, 1915, and increasing $10,000 each year until it reaches the amount of $150,000 in 1925 and $150,000 annually thereafter. This fund shall be used for the redemption of bonds bearing the lowest issue number in such aggregate principal amount as the monies held in sinking fund will suffice to redeem them. These sinking fund payments are cumulative. Failure to make any sinking fund payment in accordance with the above plan does not constitute a default on the mortgage. On Dec. 31, 1920, $430,000 had been redeemed and cancelled. Company pays normal income tax of 2%.

3. Midway Gas Co. 7% gold notes: Dated June 1, 1920; due June 1, 1922, $250,000; 1923, $250,000. Interest paid quarterly, March 1, etc., at Mercantile Trust Co,. San Francisco, and Union Bank and Trust Co., Los Angeles. Coupon, $1,000; registerable as to principal. Callable at 100 and accrued interest on any interest date upon 30 days' notice. Union Bank & Trust Co., Los Angeles, Trustee. The Southern California Gas Co. guarantees these notes by endorsement. These notes were issued to defray in part the cost of 60 miles of additional 12-in. pipe line from the Midway Fields.

Table B.—Stock Records and Ratings (Based on Five Year Income Results, Etc.)

Name of Issue	Rate of Dividend	Amount Outstanding	Average Income Available	Dividend Requirement	Factor of Safety	Basis for Rating		Net Rating
						Equity	Salability	
1. Midway Gas Co. 6% cum. pref.	7% Qu. Ja.	$553,880	$478,369	$38,771	92%	Large	Good	Baa·
2. Midway Gas Co. common	2% Qu. Ja.	2,326,400	439,578	46,528	90%	Good	"	Ba.

Note: For Key to Ratings and full information, see pages 11 to 18.

REFERENCE NOTES ON STOCK ISSUES:

1. Authorized, $1,173,600 7% cumulative preferred; par, $80; preferred as to assets and 7% cumulative dividends. In 1915 the articles of incorporation were amended increasing the total capital stock to $3,500,000. A portion of the original common stock was reclassified as preferred stock. Dividend No. 1 on the preferred covering the two-years period, July 1, 1915, to June 30, 1917, was paid in July, 1917, and since that date preferred dividends have been paid quarterly, Jan. 15, etc. An extra dividend of $20 per share in amortization of preferred stock upon outstanding preferred stock paid Jan. 15, 1919. The par value then reduced from $100 to $80.

2. Authorized, $2,326,400 common; par $100. Initial dividend of 1½% paid Oct. 15, 1917. Regular 2% per annum paid quarterly from Jan. 15, 1918. Dividends on common are limited to 2% until the preferred stock is paid in full.

Transfer Office: 550 California St., San Francisco, Cal.

MINNEAPOLIS, ANOKA & CUYUNA RANGE RAILWAY COMPANY

History: Incorporated March 10, 1915, under the laws of Maine; successor to Minneapolis & Northern Ry. Co. Road extends from Minneapolis to and in Anoka, Minn., 14.74 miles. Sidings, etc., 2.22 miles. Line as above put in operation Oct. 8, 1915. Projected, 80 miles. Gauge, standard. Rail 56 lbs. T. Operated by overhead trolley. Equipment: One steam and one electric locomotive; motor passenger cars, 6; flat cars, 2; service car, 1; dump cars, 6. Of the line 14.23 miles are on private right-of-way; Anoka franchise, 0.51 mile; Minneapolis franchise, 4.47 miles.

Management: OFFICERS: C. P. Bratnober, Pres.; H. L. Bratnober, Vice-Pres.; F. H. Stevens, Treas.; H. H. Stevens, Sec., Minneapolis, Minn.; A. A. Kranhold, Supt. & Pur. Agt., Anoka, Minn.; A. E. Appleyard, Gen. Mgr., Minneapolis, Minn.; Gus Peterson, Aud., Anoka, Minn. DIRECTORS: C. P. Bratnober, F. H. Stevens, H. H. Stevens, A. E. Appleyard, Minneapolis, Minn.; H. L. Bratnober, St. Paul, Minn.; A. F. Pratt, A. A. Kranhold, Anoka, Minn. ANNUAL MEETING: First Tuesday after first Monday in Jan. OFFICES: Anoka and Minneapolis, Minn.

Comparative Income Account, Years Ended Dec. 31

	1920	1919	1918	1917
Gross earnings	$162,623	$144,877	$112,369	$115,861
Operation expenses and taxes	129,059	96,256	80,202	72,471
Net earnings	$33,564	$48,621	$32,167	$43,390
Other income	1,792	1,355	1,498	1,249
Total income	$35,356	$49,976	$34,665	$44,639
Bond interest	14,200	14,200	14,200	14,150
Amortization	2,111	1,864	2,128	1,849
Balance	19,045	$33,912	$18,337	$28,640
Margin of safety	**54**%	**68**%	**53**%	**64**%
Preferred dividends	14,000	14,000	14,000	14,000
Surplus	$5,045	$19,912	$4,337	$14,640

Note: For explanation of Margin of Safety, etc., see pages 16 to 18.

WEEKLY REVIEW The Weekly Review of Financial Conditions, issued to subscribers, is a comprehensive analysis of financial and investment subjects. Its forecasts of the money market and all other influences which affect the values of securities are regularly read by thousands of Bankers and Investors who find it indispensable. Write us for full information.

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Comparative General Balance Sheet, as of Dec. 31

Assets:	1920	1919	Liabilities:	1920	1919
Property account	$617,728	$614,360	Capital stock	$300,000	$300,000
Bills and notes rec.	19,537	25,000	Bonded debt	284,000	284 000
Cash	1 232	9,851	Current liabilities	11,541	17,189
Materials and supplies	15,770	19,427	Unadjusted credits	59,414	58,782
Current accounts	13,062	13,855	Surplus	41,440	53,155
Unadjusted debits	29,066	30,633			
Total	$696,395	$713,126	Total	$696,395	$713,126

Table A.—Bond Records and Ratings (Based on One Year Income Results, Etc.)

Name of Issue	Interest Payable	Maturity	Authorized	Outstanding	Average Income Available	Interest Required Per Annum	Factor of Safety	Basis for Rating		Net Rating
								Security	Salability	
1. Minn. A. & C. R. Rwy. 1st 5s...	M&N	My 1935	$2,500,000	$284,000	$41,159	$14,200	65%	Good	Fair	Ba.

Note: For Key to Ratings and full information, see pages 11 to 18.

REFERENCE NOTE ON BOND ISSUE:

1. Minneapolis, Anoka & Cuyuna Range Railway Co. 1st gold 5s: Dated May 1, 1915; due May 1, 1935. Interest paid M. and N. 1 at American Trust Co., Boston, Mass.. Trustee. Chas. E. Bowen, co-Trustee. Coupon, $1,000. Authorized, $2,500,000. Callable on any interest date at 104 and interest upon 30 days' notice. Sinking fund, begins after 1920, 1% per annum, to be used in retirement of bonds or may be used for permanent improvements and extensions. A first lien on entire property. Company pays normal income tax of 2%.

Capital Stock: 1. Authorized and outstanding, $200,000 7% cumulative preferred; par $100. Dividends semi-annually, J. and J. 1. Rating, **B.**

2. Authorized and outstanding, $100,000 common; par $100. No dividends paid. Rating, **Ca.**

MONTREAL TRAMWAYS & POWER CO., LTD.

History: Incorporated in Great Britain December 9, 1910, as a holding company. Owns a majority of the ordinary stock of the Montreal Tramways Company and the stock of the Canadian Light & Power Co. of Montreal.

In addition, the company has acquired a controlling interest in the Montreal Public Service Corporation and that company has absorbed the Dominion Light, Heat & Power Co., the St. Paul Electric Light & Power Co. and the distributing system of the Canadian Light & Power Co.

Subsidiaries: The subsidiaries are described as follows:

Montreal Tramways Co.: Incorporated under special charter March 24, 1911, and acquired the properties of the Montreal Street Railway, Montreal Park & Island Railway, Montreal Terminal Railway Co., and Public Service Corporation, these companies operating about 239 miles of track, comprising all the street railway lines of Montreal and vicinity.

Under date of Jan. 28, 1918, a contract was entered into between the City of Montreal and the Montreal Tramways Co. Under the terms of this contract, which is to cover a period of thirty-five years, the gross earnings of the Montreal Tramways Co. are appropriated in the following order of precedence:—1. The operating expenses. 2. The creation of a maintenance and renewal fund of at least $500,000. 3. An annual return to the company of $2,177,177.10 being 6% on $36,286,285 which is the capital value of its assets as determined by the contract. The company is also entitled to 6% interest per annum on all capital provided for betterments, additions to and extensions of plant required by the contract, in addition to an annual sum of $181,431.47 to cover expenses for future financing. 4. A payment to the City of Montreal of $500,000 per annum to represent the rental of the streets of the city to the company. 5. The creation of a "Contingent Reserve Fund" of $500,000 to be available for certain specific purposes. 6. The balance of gross profits after providing for the above, are to be distributed:—20% to the company; 30 to the City of Montreal; 50% to a "Tolls Reduction Fund." The contract further provides that in the event of the now current fares being inadequate to cover the requirements of items 1, 2, 3, 4 and 5, then the Tramways Commission shall raise the fares so that the gross revenue shall be sufficient to meet the said requirements. Per-contra provision is also made that in the event of the existing fares producing more than is required for all the above purposes, then the traveling public shall get the benefit of a reduction of the current tolls.

Canadian Light & Power Co. of Montreal: Incorporated June 2, 1904, under laws of Quebec. Is constructing an extensive hydro-electric plant on the St. Lawrence River, a portion of which is now completed and in operation. In 1910, the Central Heat, Light & Power Co. was acquired, and through it distributes power to the city of Montreal. Has a perpetual right to distribute and sell power in Montreal and surrounding counties.

Management: OFFICERS: E. A. Robert, Pres.; J. W. McConnell. Vice-Pres.; Hon. Geo. G. Foster, Vice-Pres.; Patrick W. Dubee, Sec. and Treas.; A. E. Shaw, Asst. Sec. and Asst. Treas.; H. E. Smith, Compt.; D. Robertson, Pur. Agt., Montreal, Que.; J. E. Hutcheson, Gen. Mgr. DIRECTORS: E. A. Roberts. J. W. McConnell. Hon. J. M. Wilson, W. C. Finley, J. M. McIntyre, Hon. G. G. Foster, K.C.; P. J. McIntosh, W. G. Ross, Hon. Lorne C. Webster. GENERAL OFFICE: 78 Craig St., West, Montreal, Que.

PERIODIC REPORTS Clients of our Supervisory Service receive at regular intervals complete audits of their security holdings. These reports discuss exhaustively the investment position of each security carried, as well as the list as a whole, and contain constructive criticisms and suggestions. The Periodic Reports are but one of the features of our comprehensive Service for investors. Write for full particulars.

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MINNEAPOLIS ANOKA & CUYUNA RANGE RAILWAY:
TRACK & OVERHEAD CONSTRUCTION,
POWER GENERATION & DISTRIBUTION,
OPERATIONS

TRACK AND OVERHEAD CONSTRUCTION

Erection of the overhead trolley wire began during the summer of 1915. Mpls. St. Ry. built the track from 30th Ave. N.E. and Grand St. N.E. to and along Marshall St. N.E. to a connection with the Soo Line at 34th Ave. N.E. and Marshall St. N.E. (7" 80 lb. Lorain #83 T rail). A crossover was installed on Grand St. N.E.; the special work consisted of one cast steel switch and one special split switch. There were three railroad grade crossings; one at the N.P. Ry. spur track to the Northern States Power Co. power plant and two at the Soo Line double track main line.

Track on Main St. in Anoka was extended into the industrial area adjacent to the Pillsbury-Washburn Lincoln Mill and several sidings built to local industries. These were in use by June 1916.

In June 1916 a depot-office building of brick construction, 24' wide x 32' long, was completed on 1st Ave. between Main St. and Jackson St., just south of a temporary structure. Additional track was built on 3rd Ave. and Jackson St., about 0.25 miles, to facilitate passenger service to the new depot. The 10-6-1916 issue of the Anoka newspaper reported that all inbound cars turned on 3rd Ave. at Main St. to Jackson St., down Jackson St. to 1st Ave. and thence to the new depot. All outbound cars departed from the depot and proceeded directly up Main St.

The Lincoln Mill of the Pillsbury-Washburn Flour Mills Co. in Anoka was served by a spur track 0.8 mile long, built in 1879, from the joint Great Northern Ry.-Northern Pacific Ry. main line. (A 387 l.f. siding off this spur track for W. H. LaPlant was built in 1908.) A map dated December 1916 furnished to the Minnesota Railroad & Warehouse Commission showed a proposed connection from MA&CR's Anoka wye northward to a connection with the Lincoln Mill spur track near the point where the latter branched off the G.N Ry. main line. The 6-6-1917 issue of the Anoka newspaper reported that MA&CR was extending its track north from 6th Ave. and Main St. over old abandoned N.P. Ry. right-of-way to connect with the Lincoln Mill spur track where it left the G.N.Ry. N.P.Ry. main line. The article also stated that the electric line was to handle all switching on the spur track; the steam railroads would no longer operate over it. The connection was completed (1918 per the receiver's notebook) but both MA&CR and G.N. Ry. operated over the spur track, each performing its own switching. MA&CR probably used its steam locomotive for this switching. The receiver's notebook indicated a change (no details) was made during 1919.

The 1200 l.f. spur track which had served a brick plant and yard was reported removed during 1917. The receiver's notebook seems to indicate[illegible] the year may have been 1916.

The receiver's notebook mentioned the gravel pit spur in Anoka was about 1/2 mile long, part of which was later abandoned. This must refer to the abandoned N.P. Ry. spur track which roadbed the M&N Ry. used to enter Anoka and over which the MA&CR connection to the Lincoln Mill spur track was built. MA&CR itself had a siding into this gravel pit.

The four major trestles were filled in.

Coleman	Hoyt or Black Creek	223 l.f.	August 1918.
Bryan	Coon Creek	236 l.f.	1919.
Bryan	Coon Creek	456 l.f.	1919.
Fridley	Rice Creek	400 l.f.	June-July 1921.

Although it was reported that MA&CR was to perform all switching on the Lincoln Mill spur track in Anoka, this did not actually come about until 4-5-1921 when the MA&CR entered into an agreement with the G.N. Ry. Since both companies had obtained from the Pillsbury-Washburn Flour Mills Co. the right to operate over this spur track, to avoid duplication of switching movements it was agreed that MA&CR would do the switching for both companies. G.N. Ry. was to pay MA&CR

$2.25 per car, loaded or empty, per round trip. Apparently it was at this time that MA&CR electrified the Lincoln Mill spur trackage.

Track Survey 1-1-1922

From Mpls. St. Ry. connection to Anoka		15.60 miles
Spur and side tracks in Anoka		3.37 miles
Spur tracks		
Main line station	200.0 l.f.	
Wye near Soo Line crossing	1248.9 l.f.	
Side track at 210+52.4	414.3 l.f.	
Side track at 290+94	398.4 l.f.	
Spur track off the above	545.0 l.f.	
Spur track at 350+92	215.5 l.f.	
Spur track at 507+96.4	3650.0 l.f.	
Spur track at 553+35	215.5 l.f.	
Spur track at 616+20	179.0 l.f.	
	7066.2 l.f.	1.34 miles
		20.31 miles
Owned and operated within Anoka		4.82 miles

Oakland siding was abandoned about 1922.

On 3-6-1922 further agreements were entered into affecting operation of the Lincoln Mill spur track. Since the right-of-way was owned by the Pillsbury-Washburn Flour Mills Co. and the rails and fastenings by Great Northern Ry., it was agreed the Pillsbury would purchase the rails and fastenings for $10,132.99. Pillsbury was also to acquire the rails and fastenings of the spur tracks owned by the MA&CR and connect them with the G.N. track. Both G.N. and MA&CR were to have the right to operate over both tracks. Also on 3-6-1922 Pillsbury agreed to purchase the MA&CR rails and fastenings built by MA&CR on right-of-way owned by Pillsbury. The purchase price was $4,117. Since MA&CR had equipped both its spur tracks and the G.N. Lincoln Mill spur tracks with electric overhead wires and was switching all cars by electric locomotive, provision was made for payment by MA&CR to Pillsbury for the privilege of installing and maintaining the overhead poles and line as well as for the right to use the tracks. MA&CR was to repair and maintain the tracks at its own expense. MA&CR was also to switch all the cars over the spur tracks.

On 7-28-1924 MA&CR entered into an agreement with the Minneapolis Belt Line Ry. (a part of the Great Northern Ry.) allowing a spur track to cross the MA&CR line into the new City of Minneapolis Water Filtration Plant north of 43rd Ave. N.E. and Marshall St. N.E. On 7-20-1925 the two companies agreed to allow MA&CR to connect with this spur track and switch freight cars into and out of the plant. A Water Softening Plant was later constructed south of 43rd Ave. N.E. and Marshall St. N.E. which was served exclusively by an MA&CR siding.

The receiver's notebook contained the following table of mileages dated 12-31-1926.

Mpls. St. Ry. trackage rights	4.15 miles of line	8.30 miles
Leased from Pillsbury Flour Mills Co.		2.72 miles
Sidings and spur tracks		2.00 miles
Main line owned		16.51 miles
Total track		29.53 miles

Length of road	(16.51 + 4.15)	20.66 miles
Mpls.-Anoka passenger run	(4.15 + .63 + 14.82)	19.60 miles
Mpls.-Anoka freight run	34th Ave.N.E. to G.N.Ry. connection	15.10 miles
Mpls.-Anoka freight run	34th Ave.N.E. to shop wye	14.20 miles
Mileage maintained until 4-17-1927	(16.51 + 2.00 + 2.72)	21.23 miles
Mileage maintained after 4-17-1927	(16.51 + 2.00)	18.51 miles

As of 1928 the MA&CR owned 97 lots or parts of lots, excluding right-of-way, in Anoka totaling 12.06 acres.

Moody's Investments Manual 1921

1st main track	14.74 miles	(same as M&N Ry)
Sidings	2.22 miles	
Total	16.96 miles	
Franchise: Anoka	0.51 miles	
" Mpls	4.47 miles	

Anoka
GN Track Map

		Miles
Main Track	4302 LF	0.8148
Sidings	192 319 387 959 721 108 909	
	3595 LF	0.6809
		1.4957

Plus MA&CR sidings

TRACK MILEAGE

6-30-1915

Minneapolis to Anoka		14.23 miles
Sidings		
Coon Rapids Dam spur	.80 miles	
Sidings and spurs	1.27 miles	
		2.07 miles
Carhouse track		.15 miles
Total track		16.45 miles
		===========

6-30-1916

First main track	15.44 miles
Sidings	2.47 miles
Total track	17.91 miles
	===========

9-30-1916

First main track	15.44 miles
Sidings	2.22 miles
Total track	17.66 miles
	===========

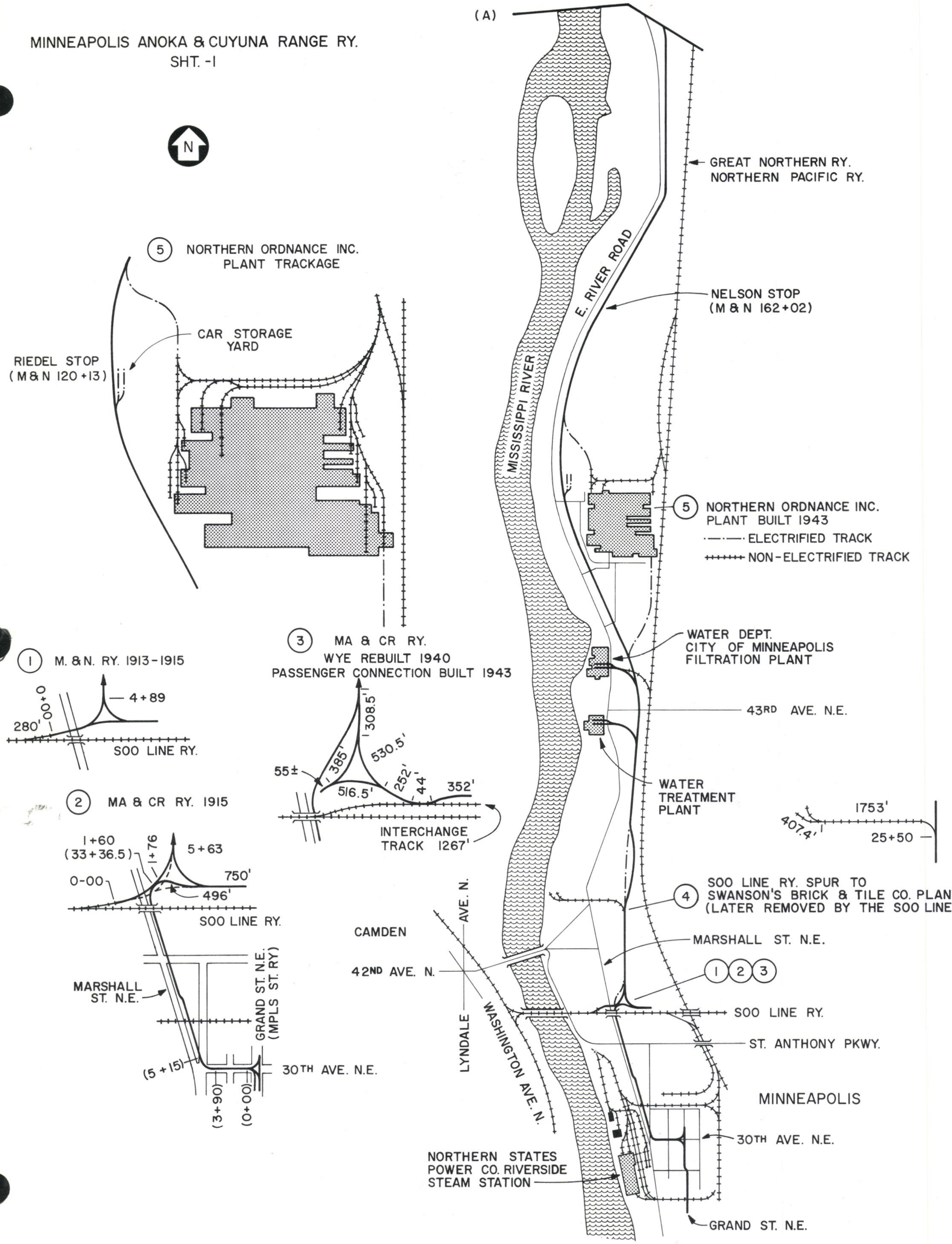
12-31-1916

Total track owned as shown foregoing		17.91 miles
Trackage rights over Mpls. St. Ry.:		
first main track	3.77 miles	
second main track	3.17 miles	
		6.94 miles
Total track operated		24.85 miles
		===========

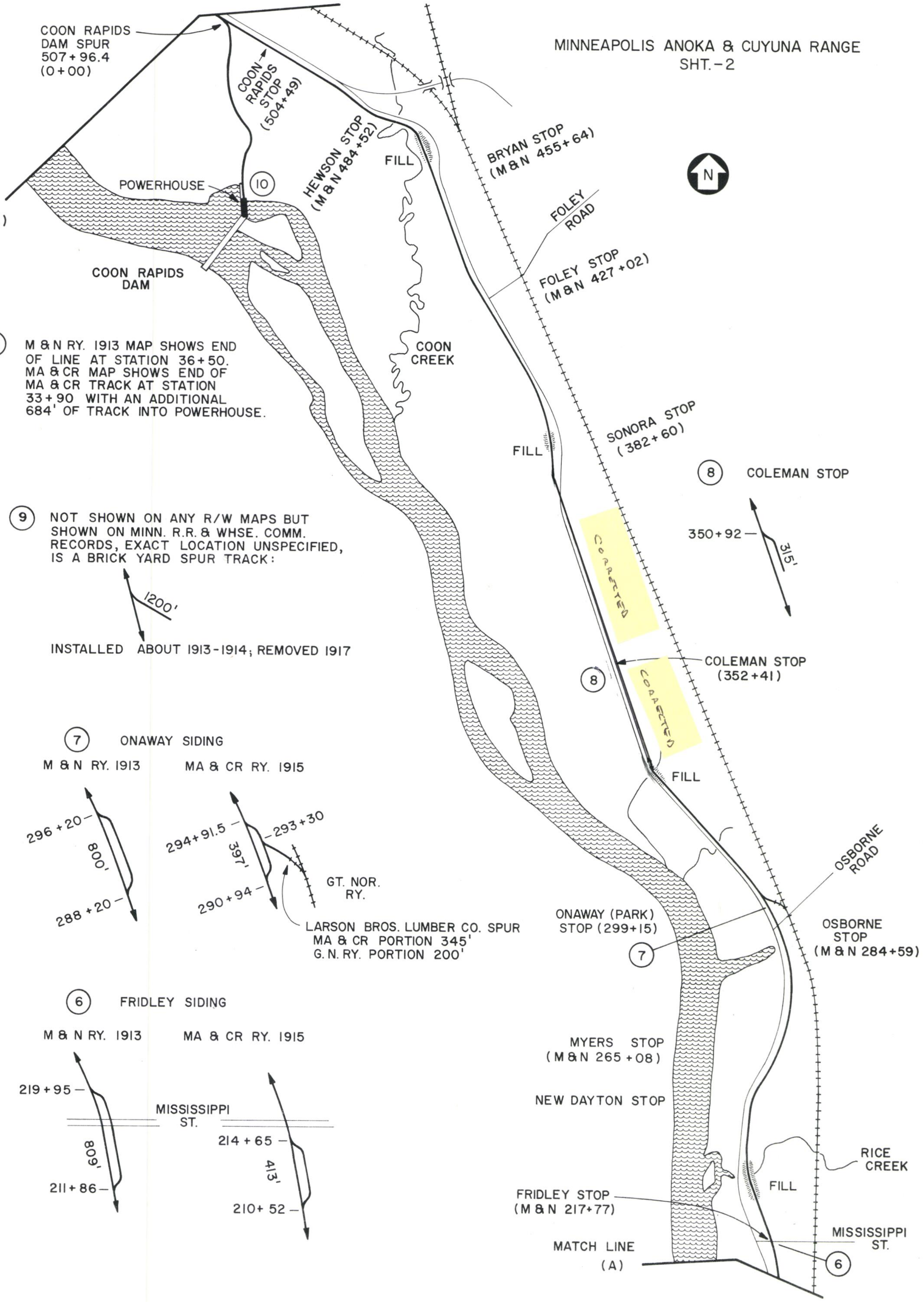
1926-1937

Passenger and freight track-Mpls. to Anoka	15.02 miles	
Passenger track-Minneapolis	.62 miles	
Passenger track-Anoka	.87 miles	
First main track		16.51 miles
Sidings	1.82 miles	
Carhouse track	.13 miles	
		1.95 miles
Total track owned		18.46 miles
Lincoln Mill spur track leased		1.72 miles
Subtotal		20.18 miles
Trackage rights over Mpls. St. Ry.:		
first main track	4.15 miles	
second main track	4.15 miles	
		8.30 miles
Total track operated		28.48 miles
		===========

MINNEAPOLIS ANOKA & CUYUNA RANGE RY.
SHT. -1


N
(A)
GREAT NORTHERN RY.
NORTHERN PACIFIC RY.
E. RIVER ROAD
MISSISSIPPI RIVER
NELSON STOP
(M & N 162+02)
5 NORTHERN ORDNANCE INC.
PLANT TRACKAGE
CAR STORAGE
YARD
RIEDEL STOP
(M & N 120+13)
5 NORTHERN ORDNANCE INC.
PLANT BUILT 1943
ELECTRIFIED TRACK
NON-ELECTRIFIED TRACK
WATER DEPT.
CITY OF MINNEAPOLIS
FILTRATION PLANT
43RD AVE. N.E.
WATER
TREATMENT
PLANT
1753'
407.4'
25+50
4 SOO LINE RY. SPUR TO
SWANSON'S BRICK & TILE CO. PLANT
(LATER REMOVED BY THE SOO LINE)
MARSHALL ST. N.E.
1 2 3
SOO LINE RY.
ST. ANTHONY PKWY.
MINNEAPOLIS
30TH AVE. N.E.
GRAND ST. N.E.
NORTHERN STATES
POWER CO. RIVERSIDE
STEAM STATION
CAMDEN
42ND AVE. N.
LYNDALE AVE. N.
WASHINGTON AVE. N.
1 M. & N. RY. 1913-1915
0+00
280'
4+89
SOO LINE RY.
3 MA & CR RY.
WYE REBUILT 1940
PASSENGER CONNECTION BUILT 1943
308.5'
530.5'
385'
55±
516.5'
252'
44'
352'
INTERCHANGE
TRACK 1267'
2 MA & CR RY. 1915
1+60
(33+36.5)
1+76
5+63
750'
0-00
496'
SOO LINE RY.
MARSHALL
ST. N.E.
GRAND ST. N.E.
(MPLS ST. RY)
(5+15)
30TH AVE. N.E.
(3+90)
(0+00)

MINNEAPOLIS ANOKA & CUYUNA RANGE
SHT.-2


COON RAPIDS DAM SPUR
507+96.4
(0+00)
COON RAPIDS STOP (504+49)
HEWSON STOP (M&N 484+52)
FILL
BRYAN STOP (M&N 455+64)
N
POWERHOUSE
10
(B)
FOLEY ROAD
FOLEY STOP (M&N 427+02)
COON RAPIDS DAM
COON CREEK
SONORA STOP (382+60)
FILL
CORRECTED
CORRECTED
COLEMAN STOP (352+41)
8
FILL
OSBORNE ROAD
ONAWAY (PARK) STOP (299+15)
7
OSBORNE STOP (M&N 284+59)
MYERS STOP (M&N 265+08)
NEW DAYTON STOP
RICE CREEK
FILL
FRIDLEY STOP (M&N 217+77)
MISSISSIPPI ST.
6
MATCH LINE (A)

⑩ M & N RY. 1913 MAP SHOWS END OF LINE AT STATION 36+50. MA & CR MAP SHOWS END OF MA & CR TRACK AT STATION 33+90 WITH AN ADDITIONAL 684' OF TRACK INTO POWERHOUSE.

⑨ NOT SHOWN ON ANY R/W MAPS BUT SHOWN ON MINN. R.R. & WHSE. COMM. RECORDS, EXACT LOCATION UNSPECIFIED, IS A BRICK YARD SPUR TRACK:

1200'

INSTALLED ABOUT 1913-1914; REMOVED 1917

⑧ COLEMAN STOP

350+92
315'

⑦ ONAWAY SIDING

M & N RY. 1913

296+20
800'
288+20

MA & CR RY. 1915

294+91.5
293+30
397'
290+94
GT. NOR. RY.

LARSON BROS. LUMBER CO. SPUR
MA & CR PORTION 345'
G. N. RY. PORTION 200'

⑥ FRIDLEY SIDING

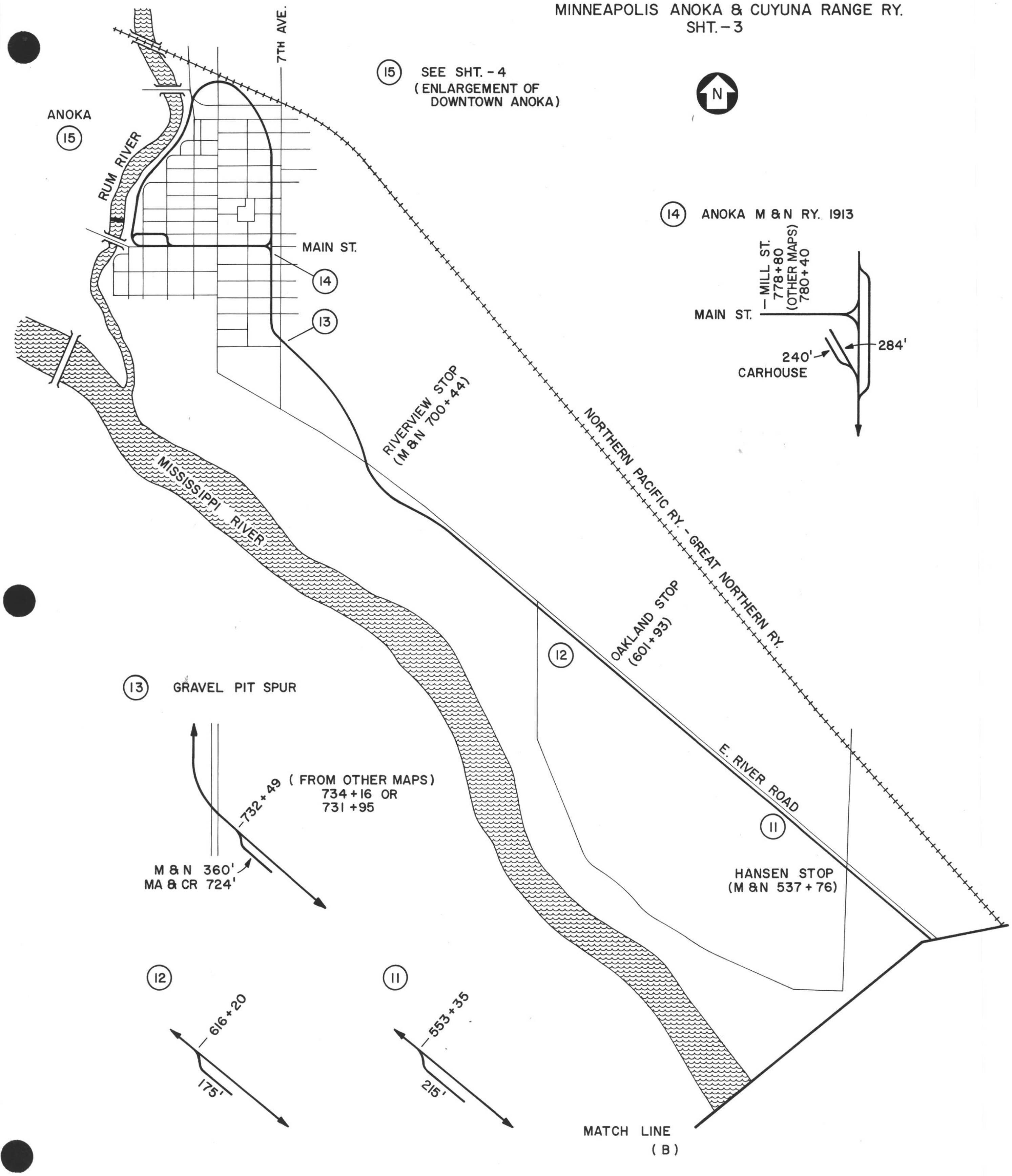
M & N RY. 1913

219+95
MISSISSIPPI ST.
809'
211+86

MA & CR RY. 1915

214+65
413'
210+52

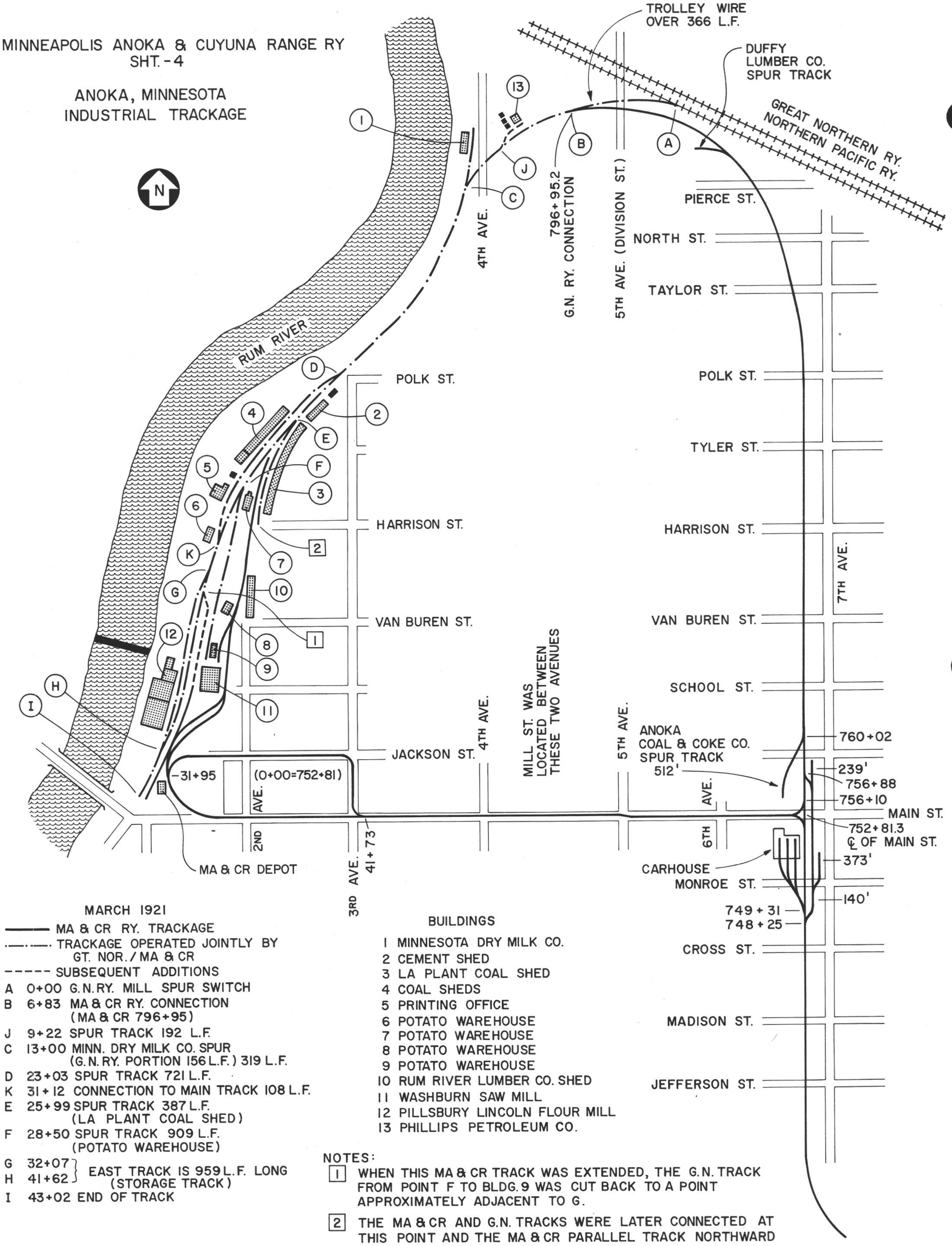
MINNEAPOLIS ANOKA & CUYUNA RANGE RY.
SHT. – 3



⑮ SEE SHT. – 4 (ENLARGEMENT OF DOWNTOWN ANOKA)
N
ANOKA
⑮
RUM RIVER
7TH AVE.
MAIN ST.
⑭
⑬
RIVERVIEW STOP (M & N 700 + 44)
MISSISSIPPI RIVER
NORTHERN PACIFIC RY. – GREAT NORTHERN RY.
⑫
OAKLAND STOP (601 + 93)
E. RIVER ROAD
⑪
HANSEN STOP (M & N 537 + 76)
⑭ ANOKA M & N RY. 1913
MILL ST.
778 + 80
(OTHER MAPS)
780 + 40
MAIN ST.
240'
284'
CARHOUSE
⑬ GRAVEL PIT SPUR
732 + 49
(FROM OTHER MAPS)
734 + 16 OR
731 + 95
M & N 360'
MA & CR 724'
⑫
616 + 20
175'
⑪
553 + 35
215'
MATCH LINE
(B)

MINNEAPOLIS ANOKA & CUYUNA RANGE RY
SHT.-4

ANOKA, MINNESOTA
INDUSTRIAL TRACKAGE


N
RUM RIVER
TROLLEY WIRE OVER 366 L.F.
DUFFY LUMBER CO. SPUR TRACK
GREAT NORTHERN RY.
NORTHERN PACIFIC RY.
796+95.2 G.N. RY. CONNECTION
5TH AVE. (DIVISION ST.)
4TH AVE.
PIERCE ST.
NORTH ST.
TAYLOR ST.
POLK ST.
POLK ST.
TYLER ST.
HARRISON ST.
HARRISON ST.
VAN BUREN ST.
VAN BUREN ST.
7TH AVE.
SCHOOL ST.
JACKSON ST.
4TH AVE.
MILL ST. WAS LOCATED BETWEEN THESE TWO AVENUES
5TH AVE.
ANOKA COAL & COKE CO. SPUR TRACK 512'
760+02
239'
756+88
756+10
MAIN ST.
752+81.3
℄ OF MAIN ST.
6TH AVE.
CARHOUSE
373'
MONROE ST.
140'
749+31
748+25
CROSS ST.
MADISON ST.
JEFFERSON ST.
-31+95
(0+00=752+81)
2ND AVE.
3RD AVE.
41+73
MA & CR DEPOT
A
B
C
D
E
F
G
H
I
J
K
1
2
3
4
5
6
7
8
9
10
11
12
13
2
1

MARCH 1921

—— MA & CR RY. TRACKAGE
—·—·— TRACKAGE OPERATED JOINTLY BY GT. NOR./MA & CR
----- SUBSEQUENT ADDITIONS

A 0+00 G.N.RY. MILL SPUR SWITCH
B 6+83 MA & CR RY. CONNECTION (MA & CR 796+95)
J 9+22 SPUR TRACK 192 L.F.
C 13+00 MINN. DRY MILK CO. SPUR (G.N.RY. PORTION 156 L.F.) 319 L.F.
D 23+03 SPUR TRACK 721 L.F.
K 31+12 CONNECTION TO MAIN TRACK 108 L.F.
E 25+99 SPUR TRACK 387 L.F. (LA PLANT COAL SHED)
F 28+50 SPUR TRACK 909 L.F. (POTATO WAREHOUSE)
G 32+07 } EAST TRACK IS 959 L.F. LONG (STORAGE TRACK)
H 41+62 }
I 43+02 END OF TRACK

BUILDINGS

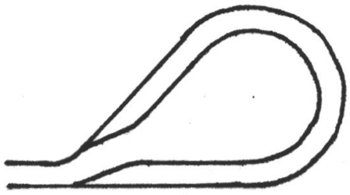
1 MINNESOTA DRY MILK CO.
2 CEMENT SHED
3 LA PLANT COAL SHED
4 COAL SHEDS
5 PRINTING OFFICE
6 POTATO WAREHOUSE
7 POTATO WAREHOUSE
8 POTATO WAREHOUSE
9 POTATO WAREHOUSE
10 RUM RIVER LUMBER CO. SHED
11 WASHBURN SAW MILL
12 PILLSBURY LINCOLN FLOUR MILL
13 PHILLIPS PETROLEUM CO.

NOTES:

1 WHEN THIS MA & CR TRACK WAS EXTENDED, THE G.N. TRACK FROM POINT F TO BLDG. 9 WAS CUT BACK TO A POINT APPROXIMATELY ADJACENT TO G.

2 THE MA & CR AND G.N. TRACKS WERE LATER CONNECTED AT THIS POINT AND THE MA & CR PARALLEL TRACK NORTHWARD WAS REMOVED.

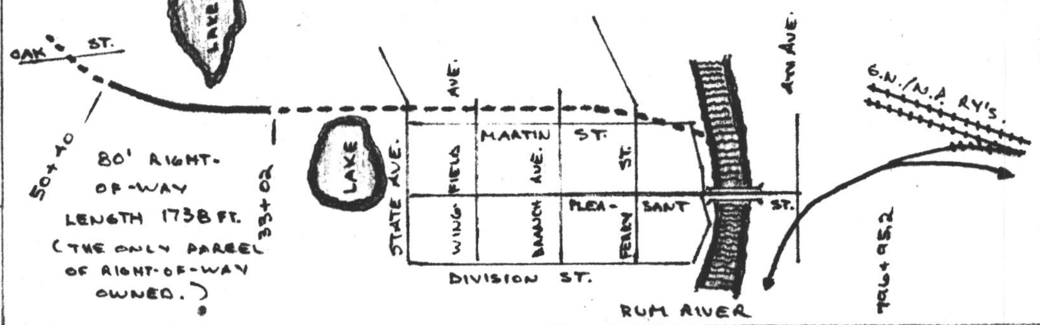
ST. PAUL CITY RY.



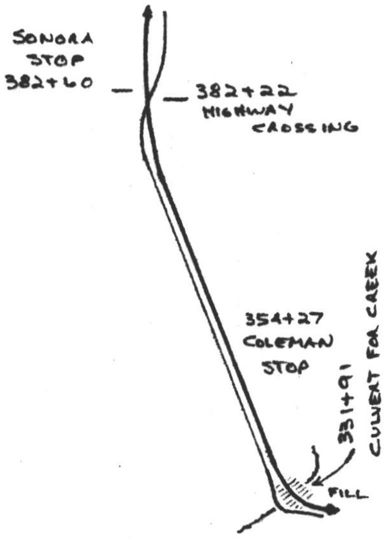
PHALEN PARK LOOP

MINNEAPOLIS ANOKA & CUYUNA RANGE RY. NOVEMBER, 1929

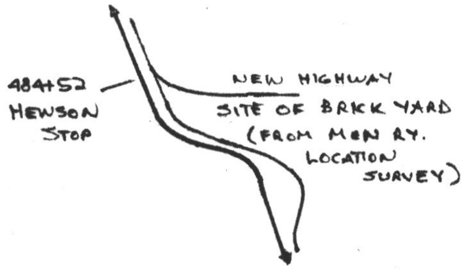
ANOKA
PROPOSED EXTENSION TO CUYUNA RANGE


OAK ST.
LAKE
50+70
80' RIGHT-OF-WAY
LENGTH 1738 FT.
(THE ONLY PARCEL OF RIGHT-OF-WAY OWNED.)
33+02
LAKE
STATE AVE.
WINGFIELD AVE.
MARTIN ST.
BRANCH AVE.
PLEASANT ST.
FERRY ST.
DIVISION ST.
RUM RIVER
4TH AVE.
G.N./N.P. RY'S.
796+95.2

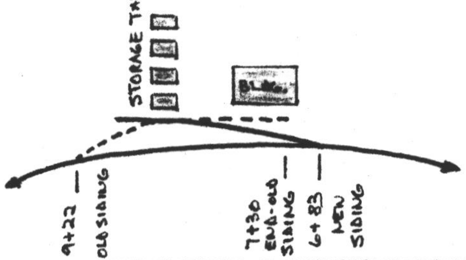
MAP CORRECTION


SONORA STOP 382+60
382+22 HIGHWAY CROSSING
354+27 COLEMAN STOP
331+91 CULVERT FOR CREEK
FILL

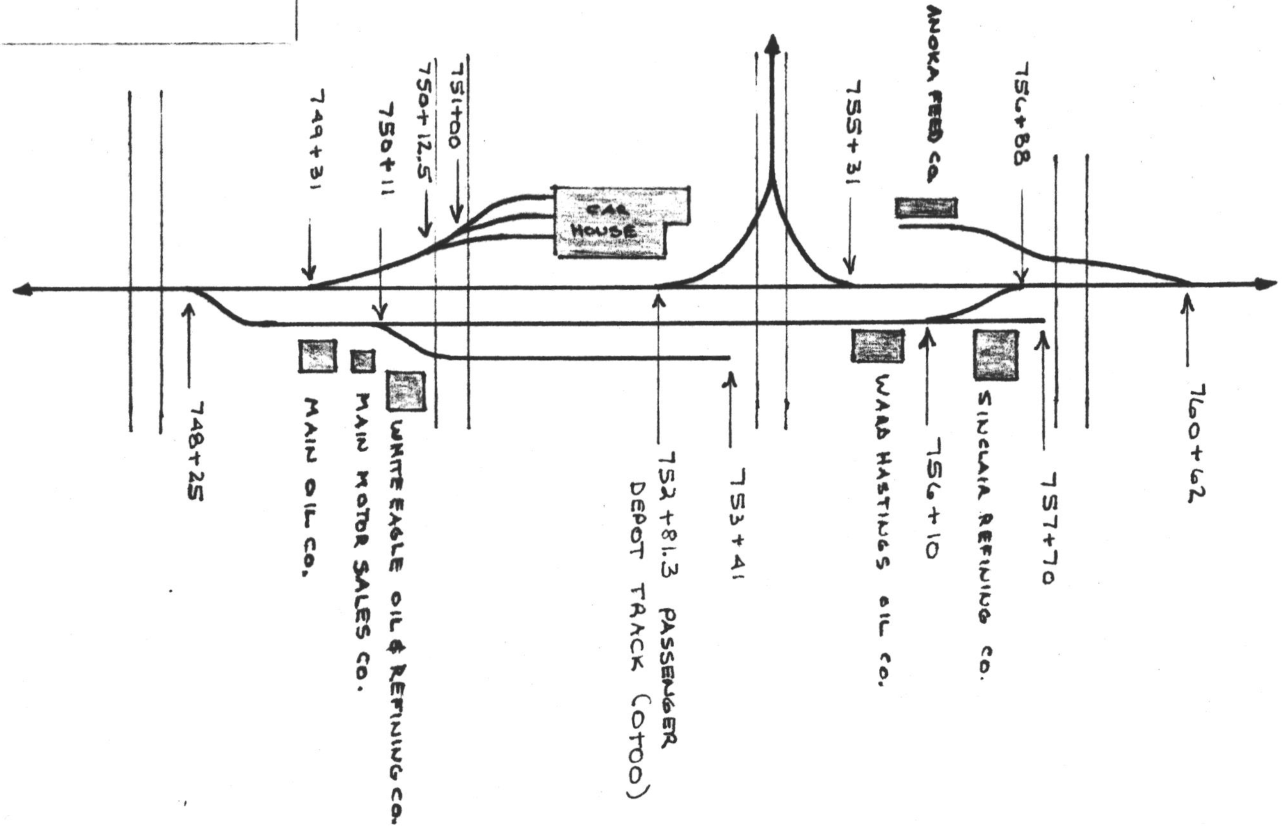
BRICK YARD SPUR LOCATION 1913-1917


484+52 HEWSON STOP
NEW HIGHWAY
SITE OF BRICK YARD (FROM MEN RY. LOCATION SURVEY)

PHILLIPS PETROLEUM CO. SIDING RELOCATION
ANOKA


STORAGE TANKS
BLDG.
9+22 OLD SIDING
7+30 END-OLD SIDING
6+83 NEW SIDING

ANOKA CARHOUSE TRACK DETAILS


749+31
750+11
750+12.5
751+00
CAR HOUSE
755+31
ANOKA FEED CO.
756+88
748+25
MAIN OIL CO.
MAIN MOTOR SALES CO.
WHITE EAGLE OIL & REFINING CO.
752+81.3 PASSENGER DEPOT TRACK (OTOO)
753+41
WARD HASTINGS OIL CO.
756+10
SINCLAIR REFINING CO.
757+70
760+62

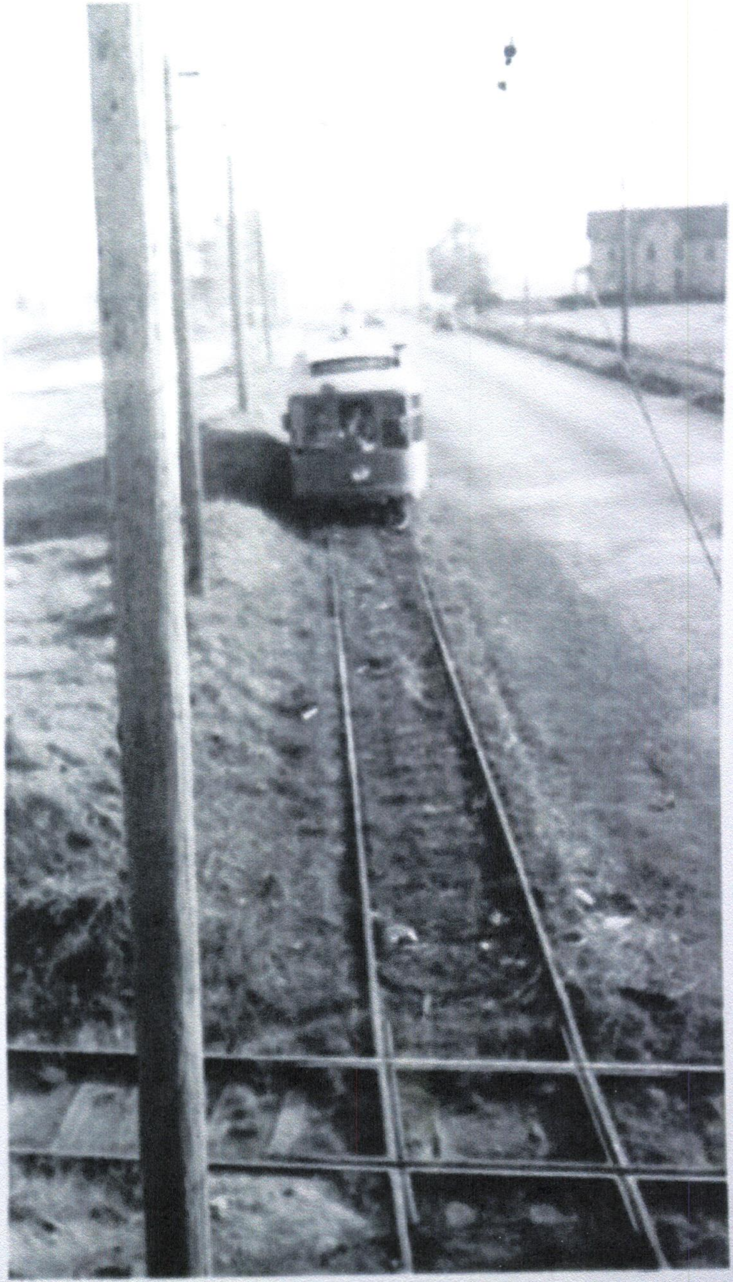
Right-of-Way Map

November 1929

5+63	750 l.f. is measured from this r/w station to the end of the wye leg.
25+12	Soo Line spur track to Swanson's Brick & Tile Co.
62+30	Oak Grove Station.
70+82	331 l.f. from switch to Great Northern Ry. spur track connection to the Minneapolis Water Filtration Plant. (The Water Treatment was not yet built.)
72+53.4	Crossing of foregoing G. N. RY. spur track.
79+73	Cold Springs Station.
120+13	Riedel Station.
162+02	Nelson Station.
212+26	Fridley Siding: south switch.
215+77	Fridley Siding: end of track. 351 l.f. The north switch had been removed.
217+77	Fridley Station.
251+84	New Dayton. (The word 'Station' had been erased.)
265+08	Meyers Station.
284+59	Osborne Station.
292+75	Onaway Siding: south switch.
295+11	Switch for 345 l.f. spur track to Great Northern Ry. connection.
296+72	Onaway Siding: north switch.
300+95	(The words 'Onaway Station' had been erased.)
354+27	Coleman Station.
	(No siding shown at Coleman; no erasure visible.)
382+60	Sonora Station.
427+02	Foley Station.
	R/W widens at 435+00 and still wider at 452+94.6.
455+64	Bryan Station.
	Coon Creek culvert 469+76. R/W widening ends at 471+87.
484+52	Hewson Station.
506+48	Coon Rapids Station.
509+45	Switch for Coon Rapids Dam spur track. MA&CR track extended from 0+00 to 35+90. An additional 684 l.f. of track on Northern States Power Co. property continued to the powerhouse at the dam.
537+76	Hanson Station.
553+18	South end of Siding.
555+38	Siding switch.
604+02	Oakland Station.
700+44	Riverview Station.
734+16	Gravel Pit spur track switch. 724 l.f.
736+82.3	End of curve and connection with abandoned Northern Pacific Ry. right-of-way. Northward MA&CR track was located on this abandoned right-of-way. (The abandoned right-of-way also extended in the opposite direction, southeasterly but west of the MA&CR track.
---+--	Refer to the map corrections for r/w station numbers at the carhouse sidings.
796+95.2	End of track at the Great Northern Ry. Pillsbury Lincoln Mill spur track connection.

MACR STATIONS

Minneapolis	.00
Soo Line Crossing	.48
Oak Grove	1.18
GN Crossing	1.37
Cold Springs	1.51
Riedel	2.28
Nelson	3.07
Fridley	4.12
New Dayton	4.77
Meyers	5.02
Osborne Station	5.39
GN Connection	5.59
Onaway Park	5.70
Coleman	6.53
Sonora	7.25
Foley	8.09
Bryan	8.62
Hewson	9.18
Coon Rapids	9.59
Coon Rapids Dam	9.64
Hanson	10.18
Oakland	11.44
Riverview	13.27
Gravel Pit	13.72
Anoka	15.09

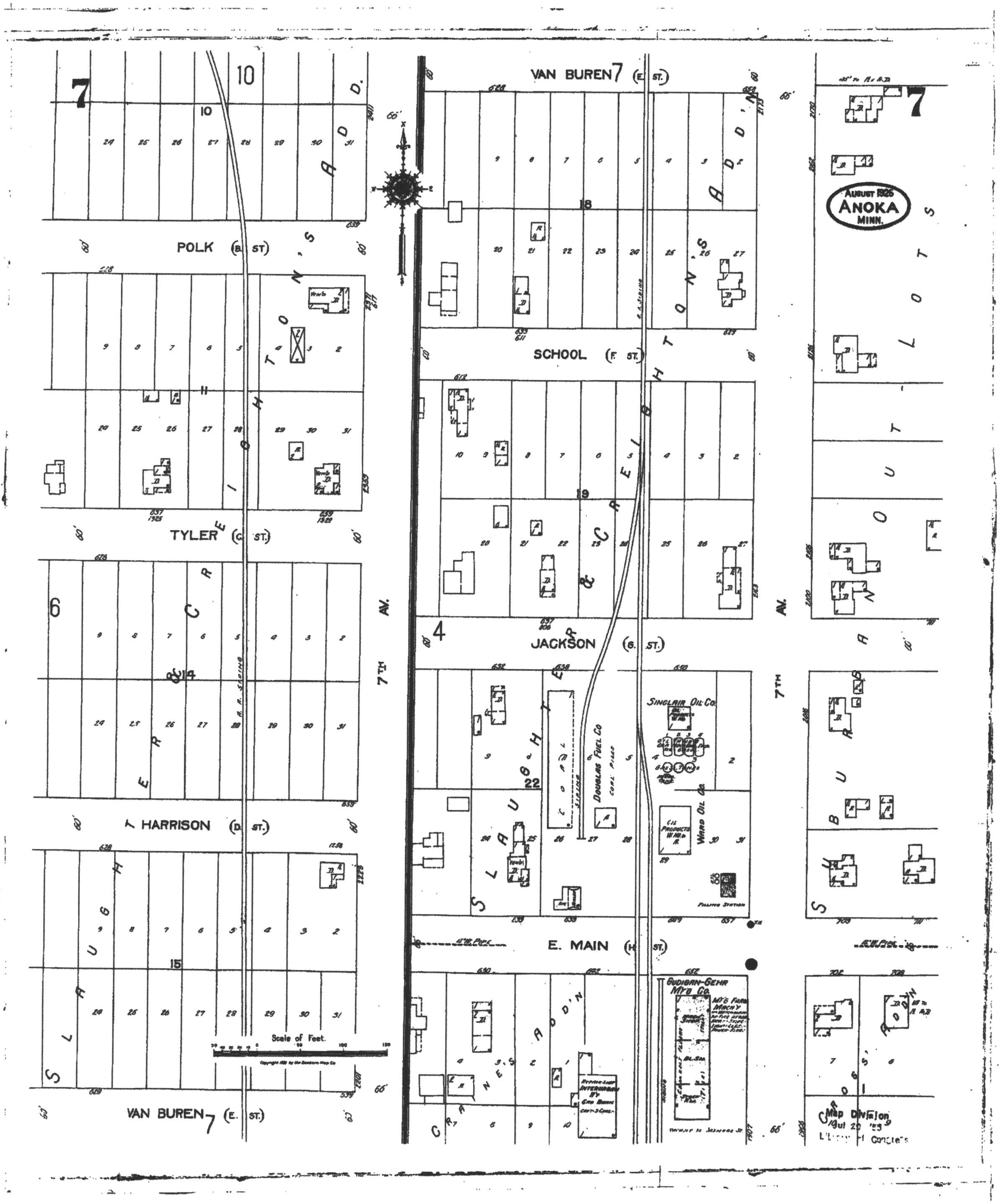


#1 NB @ Soo Line Bridge

C1085
Main Street Looking East, Anoka, Minn.

MACR STATIONS

Minneapolis	.00	
Soo Line Crossing	.48	
Oak Grove	1.18	
GN Crossing	1.37	(Mpls. Water Works)
Cold Springs	1.51	
Riedel	2.28	
Nelson	3.07	
Fridley	4.12	
New Dayton	4.77	
Meyers	5.02	
Osborne Station	5.39	
GN Connection	5.59	
Onaway Park	5.70	
Coleman	6.53	
Sonora	7.25	
Foley	8.09	
Bryan	8.62	
Hewson	9.18	
Coon Rapids	9.59	
Coon Rapids Dam	9.64	
Hanson	10.18	
Oakland		11.44
Riverview	13.27	
Gravel Pit	13.72	
Anoka	15.09	


7
10
VAN BUREN 7 (E. ST.)
POLK (B. ST.)
SCHOOL (F. ST.)
TYLER (C. ST.)
JACKSON (G. ST.)
HARRISON (D. ST.)
E. MAIN (H. ST.)
VAN BUREN 7 (E. ST.)
7TH AV.
7TH AV.
SLAUGHTER & CREIGHTON'S ADD.
SLAUGHTER & CREIGHTON'S ADD'N
SLAUGHTER & CREIGHTON'S ADD'N
OUTLOTS
SLAUGHTER & CREIGHTON'S ADD'N
CRANE'S ADD'N
CROSS' ADD'N
AUGUST 1925
ANOKA
MINN.
18
19
22
4
6
14
15
SINCLAIR OIL CO.
DOUGLAS FUEL CO
COAL PILES
WARD OIL CO.
OIL PRODUCTS
FILLING STATION
GUDIBRN-GEHR MFG CO.
MFG FARM MACHY
REPAIR SHOP INTERURBAN RY
R.R. SIDING
Scale of Feet.
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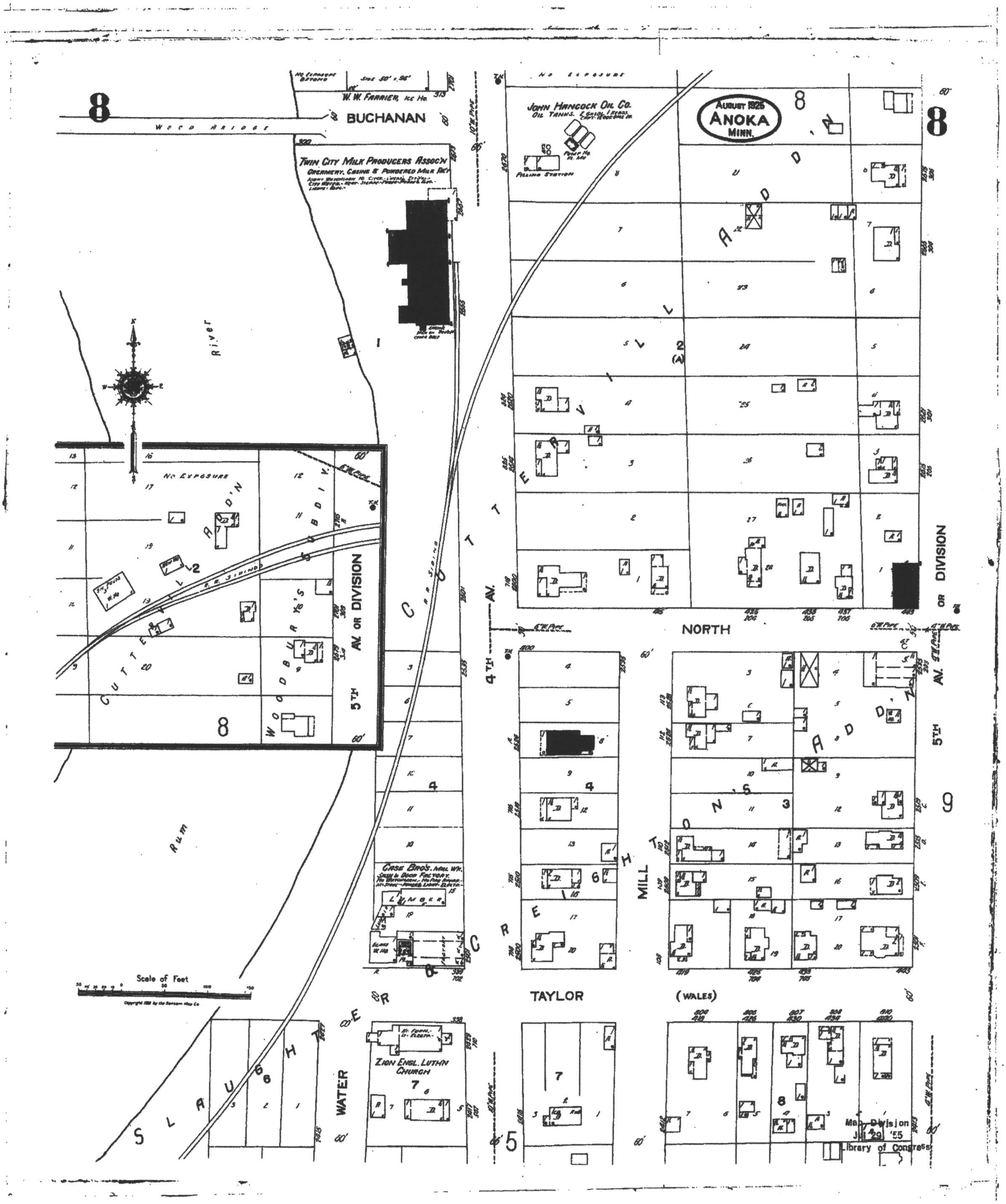
Map Division
Jul 20 1953
Library of Congress


8
8
8
August 1925
Anoka
Minn.
No Exposure Beyond
Side 50' x 96'
W. W. Farrier, Ice Ho.
313
Buchanan
Wood Bridge
Twin City Milk Producers Assoc'n
Creamery, Casine & Powdered Milk Fac'y
10" W. Pipe
66'
No Exposure
John Hancock Oil Co.
Oil Tanks. 2 Gasol. 1 Keros.
Filling Station
Pump Ho.
Rum River
No Exposure
Cutter's Add'n
Woodbury's Subdiv.
R.R. Siding
5th Av. or Division
4th Av.
Cutter Vill Add'n
North
5th Av. or Division
Millon's Add'n
Millon's Add'n
Case Bro's. Mill Wk.
Sash & Door Factory.
Lumber
Glass W. Ho.
Factory
Taylor
(Wales)
Water
Slaughter's Add'n
Zion Engl. Luth'n Church
Ht. Furn. Lt. Electr.
Scale of Feet
Copyright 1925 by the Sanborn Map Co.
9
5
6
7
4
3
2
1

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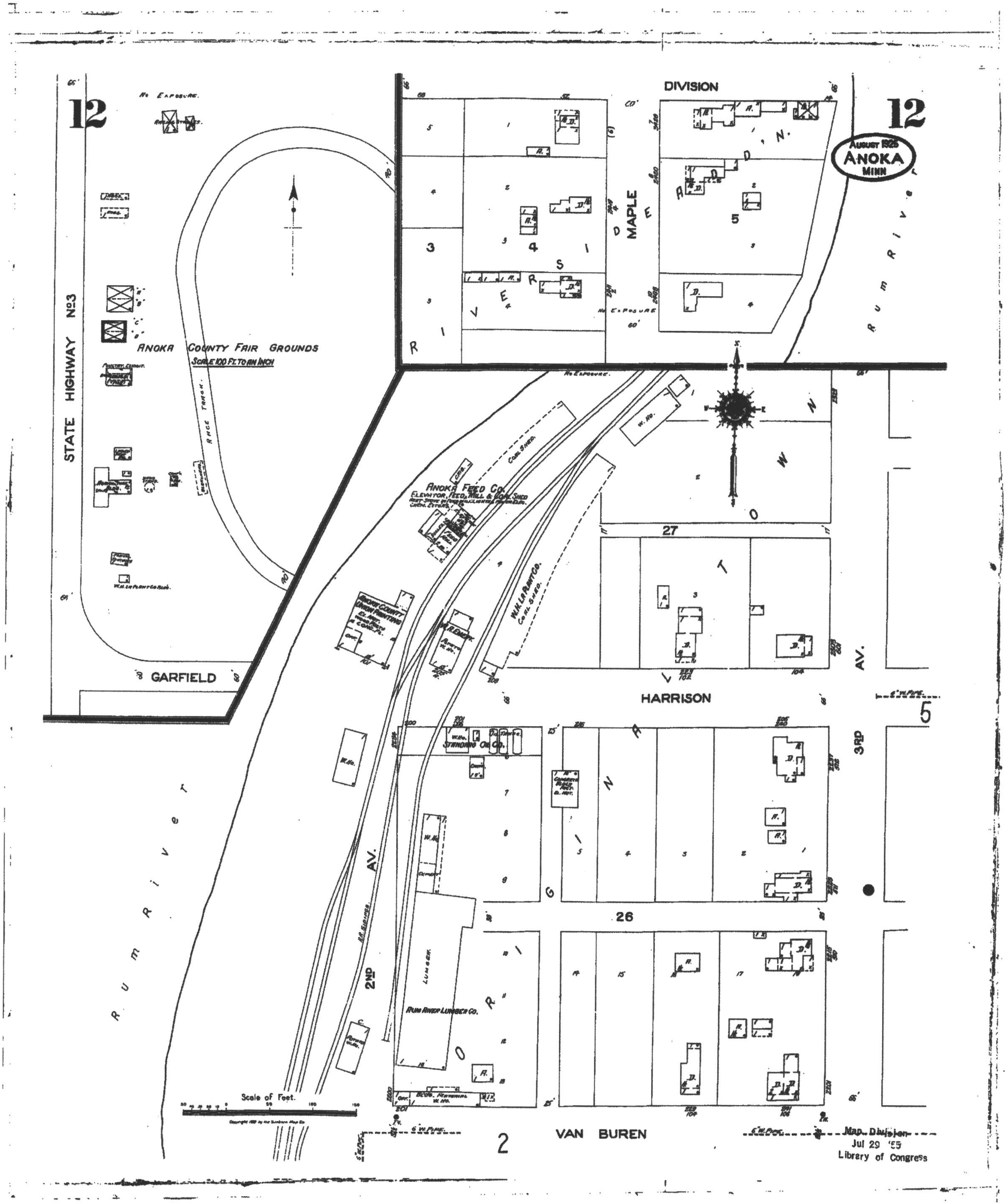
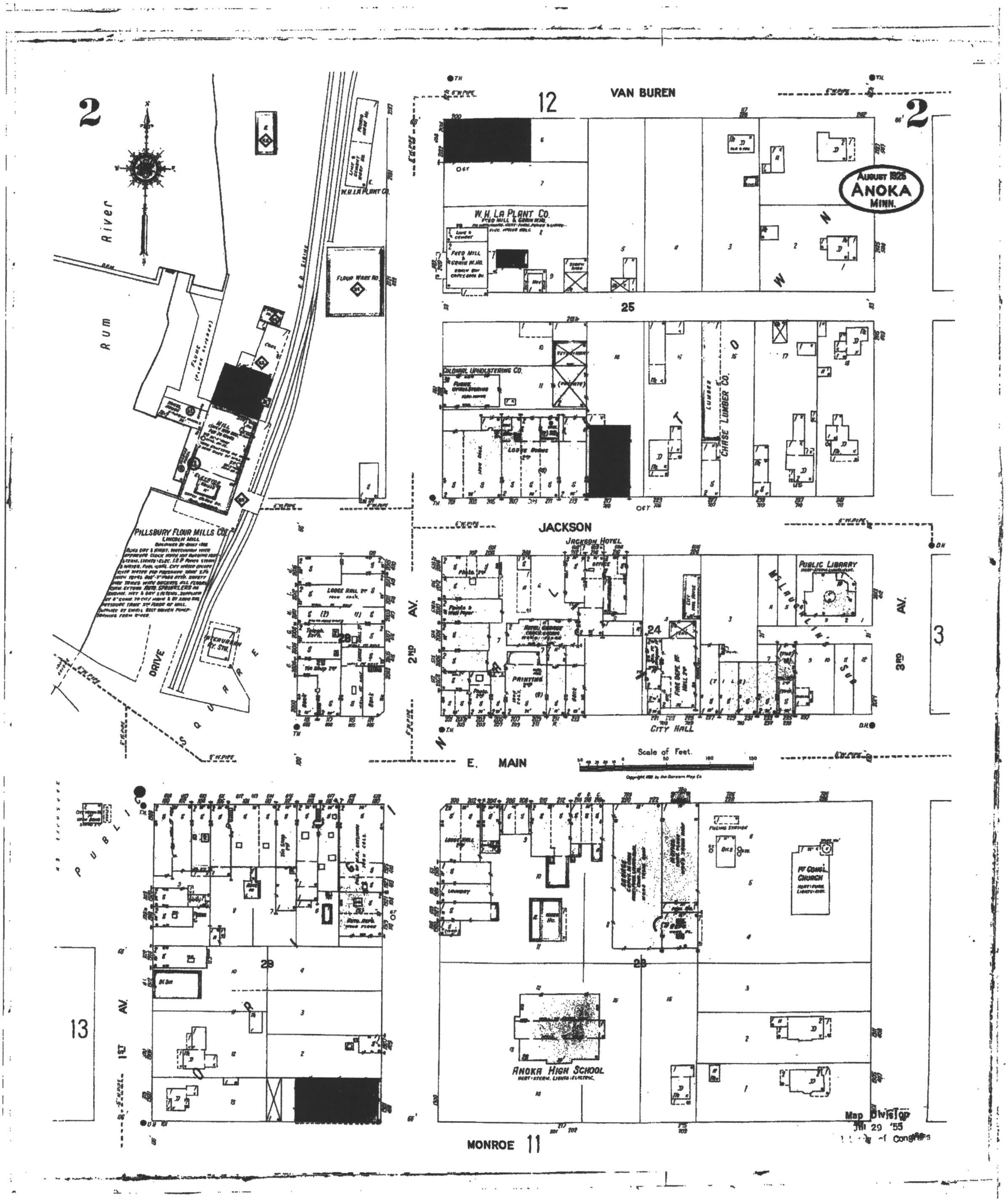
Jul 29 '55
Library of Congress


12
12
August 1925
Anoka
Minn
No Exposure
Anoka County Fair Grounds
Scale 100 Ft. to an Inch
Race Track
State Highway No3
Garfield
Division
Maple
Riverside Add'n.
Rum River
No Exposure
Anoka Feed Co.
Elevator, Feed, Mill & Coal Shed
Coal Shed
Crib
Feed Mill
Anoka County Union Printing
W. R. Emery
W.H. LaPlant Co. Coal Shed
W. Ho.
27
Harrison
Original Town
Standard Oil Co.
2nd Av.
3rd Av.
26
Lumber
Rum River Lumber Co.
Van Buren
Scale of Feet.
5
2
4
3
5

Map Division
Jul 29 '55
Library of Congress


2
2
AUGUST 1925
ANOKA
MINN.
12
VAN BUREN
25
JACKSON
E. MAIN
MONROE 11
2ND AV.
3RD AV.
1ST AV.
3
13
Rum River
W. H. LA PLANT CO.
FEED MILL & GRAIN W.HO.
FLOUR WARE HO.
PILLSBURY FLOUR MILLS CO.
LINCOLN MILL
DRIVE
SQUARE
PUBLIC
COLONIAL UPHOLSTERING CO.
CHASE LUMBER CO.
JACKSON HOTEL
PUBLIC LIBRARY
CITY HALL
LODGE HALL
PAINTING
24
28
29
26
FILLING STATION
1ST CONGL. CHURCH
ANOKA HIGH SCHOOL
Scale of Feet.
50
0
50
100
150
Map Division
Jul 29 '55
Library of Congress

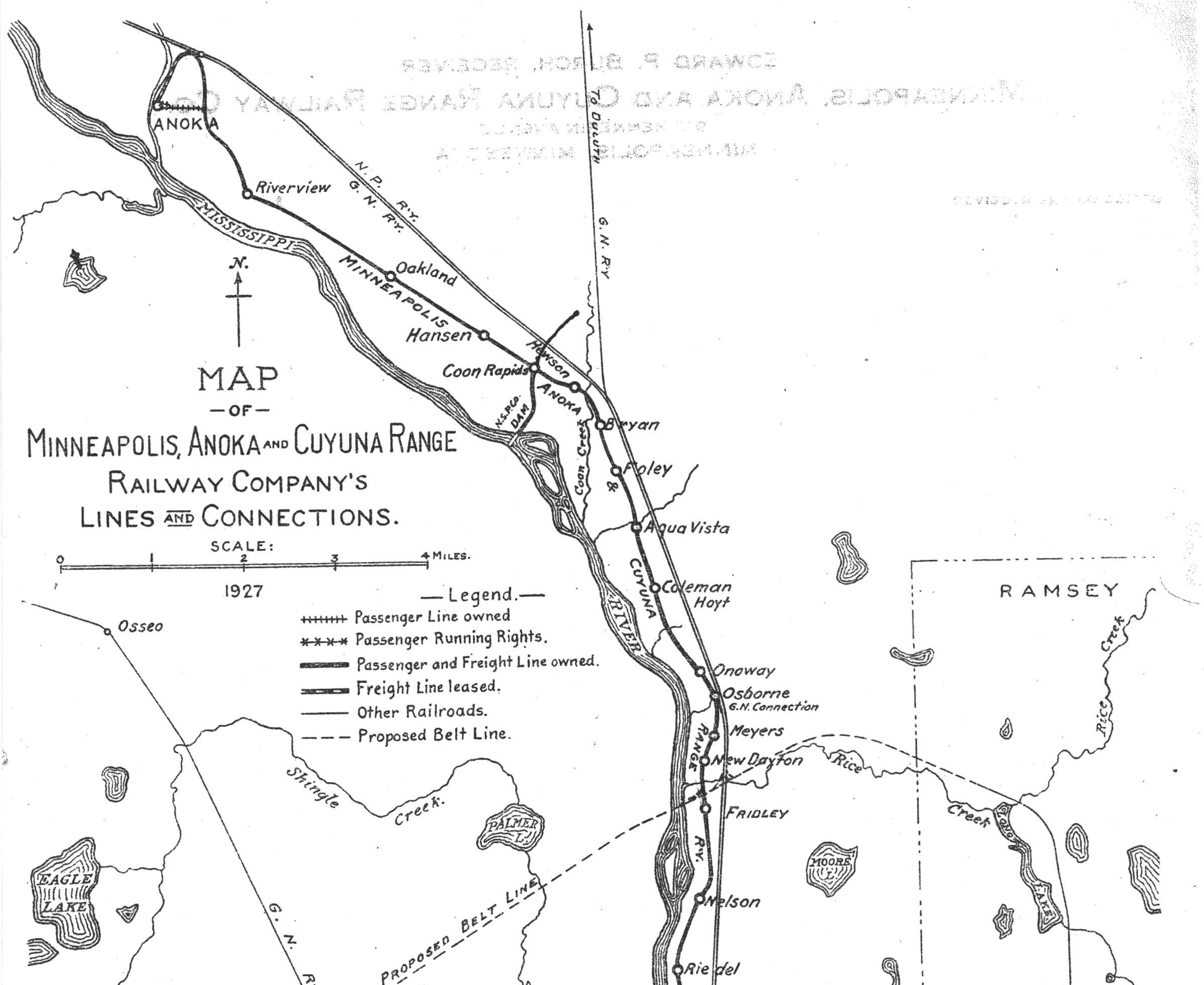
POWER GENERATION AND DISTRIBUTION

Electricity was purchased from the Minneapolis General Electric Co. (which subsequently became part of Northern States Power Co.).

One Westinghouse 300 KW rotary converter purchased in 1915 (cost $4100.03) was installed at NSP's Coon Rapids Dam plant.

A second Westinghouse 300 KW rotary converter purchased in either 1916 or 1917 (cost $4732.75) was installed at NSP's Riverside Plant in Minneapolis.

Transmission current was 3 phase, 60 cycle, 2300 volts A.C.



MAP
—OF—
MINNEAPOLIS, ANOKA AND CUYUNA RANGE RAILWAY COMPANY'S LINES AND CONNECTIONS.

SCALE:
0 1 2 3 4 MILES.
1927

—Legend.—
- ╫╫╫╫ Passenger Line owned.
- ✕✕✕✕ Passenger Running Rights.
- ▬▬ Passenger and Freight Line owned.
- ═══ Freight Line leased.
- ── Other Railroads.
- - - - Proposed Belt Line.

N.
ANOKA
Riverview
Oakland
Hansen
Coon Rapids
Hewson
MISSISSIPPI
MINNEAPOLIS
ANOKA
&
CUYUNA
RANGE
R'Y.
RIVER
N.P. R'Y.
G.N. R'Y.
To DULUTH
G.N. R'Y.
N.S.P.Co. DAM
Coon Creek
Bryan
Foley
Aqua Vista
Coleman
Hoyt
Onoway
Osborne
G.N. Connection
Meyers
New Dayton
Fridley
Nelson
Riedel
Edgewater Av.
G.N. Connection
43rd AVE. N.E.
ANOKA CO.
RAMSEY
Rice Creek
Rice
Creek
LAKE
MOORE L.
PALMER L.
EAGLE LAKE
Shingle Creek.
Osseo
PROPOSED BELT LINE
G.N. R'Y.
Crystal
SOO LINE
Camden Place
SOO LINE
HENNEPIN CO.
HENNEPIN CO.
Grand Av. N.E.
Shoreham
N.P. R'Y.
G.N. R'Y.
N.P. R'Y.
N.P. R'Y.
N P R'Y.
MINN. BELT LINE
New Brighton
MEDICINE LAKE
M. N & S. R'Y.
M. W. R R
M. N. & S. R'Y.
G.N. R'Y.
G.N. R'Y.
G.N. DEPOT
DEPOT
DEPOT

OPERATIONS

Passenger Service

In order to retain title to certain portions of the right-of-way it was found necessary to promptly restore operations. A used steam locomotive and one passenger car were purchased. A water tank and coal storage bin were installed at the Anoka wye. Steam operations began 4-6-1915 with five daily round trips being operated. Because of Anoka ordinances the steam locomotive could not operate on city streets. Apparently this also precluded use of the wye or probably the curvature radius was too sharp for the locomotive. The locomotive ran forward to Minneapolis and backward to Anoka. Passengers had to walk downtown from the wye at 7th Ave. and Main St. in Anoka. Presumably the train operated over Soo Line trackage to Camden Place in Minneapolis.

When electrification [illegible] was announced, it was planned to provide two-hourly service on weekdays and one-hour service on Sundays from 6:00 a.m. to midnight. Maximum speed would be 30 m.p.h., an average of four stops per mile would be made, and two passenger cars would be used in normal operation with a third car available for extra service.

The last steam passenger operation took place Friday, 10-8-1915. The electric cars began running Saturday 10-9-1915. Regular service was seven daily round trips starting at 6:40 a.m. from Anoka. Streetcars were rented from the Minneapolis St. Ry. for this initial service. One car at a time was operated from a pool of three cars, 1516, 1714 and 1717 which had been fitted with destination roll signs reading MINNEAPOLIS & ANOKA. A ticket office and waiting station, 519 ? including an express office, were established at 517 2nd Ave. S. in Minneapolis. The trackage rights over which the cars operated consisted of the 2nd ST. N.E. line to Central Ave. (now E. Hennepin Ave.)-Hennepin Ave.-High St.-Marquette Ave. (originally 1st Ave. S.)-6th St.-2nd Ave. S.-Washington Ave.-Marquette Ave.-High St.-Hennepin Ave. and return via same route as inbound trips.

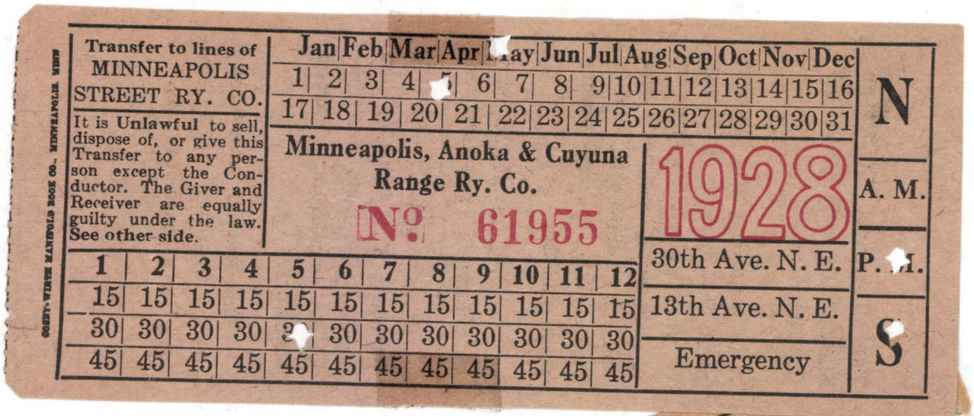
At the beginning of electric operation there ~~was~~ probably was no wye in downtown Anoka. Apparently the streetcars had to either back into or out of Anoka unless the layover time was sufficient to turn a car on the shop wye.. A temporary structure on 1st Ave. near Main St. was used as a station until the new depot-office building was completed in June 1916. Track was then built on 3rd Ave. and Jackson St. to form an access loop serving the new depot. The route was Main St.-3rd Ave.-Jackson St.-1st Ave.-Main St.

Two passenger motor cars were ordered from the Twin City Rapid Transit Co.'s Snelling Shops which were completed 12-8-1915. Two passenger motor cars were purchased second-hand from a Cleveland, Ohio, "used streetcar dealer" also during 1915. Additional passenger equipment was acquired during 1916-1917, both from TCRT and Cleveland.

However Mpls. St. Ry. equipment was often rented for special occasions to handle increased passenger traffic. One such annual event was the Minnesota State Fair when cars were run thru to the Fairgrounds in St.Paul from Anoka. MSR's East Side Station access tracks were used to route MA&CR cars between the 2nd ST. N.E. line and the COMO-HARRIET line.

TCRT's legal department maintained a correspondence index from 1917 to 1927. The most striking feature of the entries pertaining to MA&CR was the bill collection problem. It seems MA&CR was consistently slow pay. Several entries pertained to use of TCRT equipment.

April	1917	Snow Plow.
July	1919	Work Car #7.
April	1920	Wire Car.
January	1922	Two passenger cars with two "pilots".
June	1923	Wrecker.
September	1924	One passenger car.



Transfer to lines of MINNEAPOLIS STREET RY. CO.

It is Unlawful to sell, dispose of, or give this Transfer to any person except the Conductor. The Giver and Receiver are equally guilty under the law. See other side.

Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Minneapolis, Anoka & Cuyuna Range Ry. Co.

No 61955

1928

N A. M. P. M. S

30th Ave. N. E.

13th Ave. N. E.

Emergency

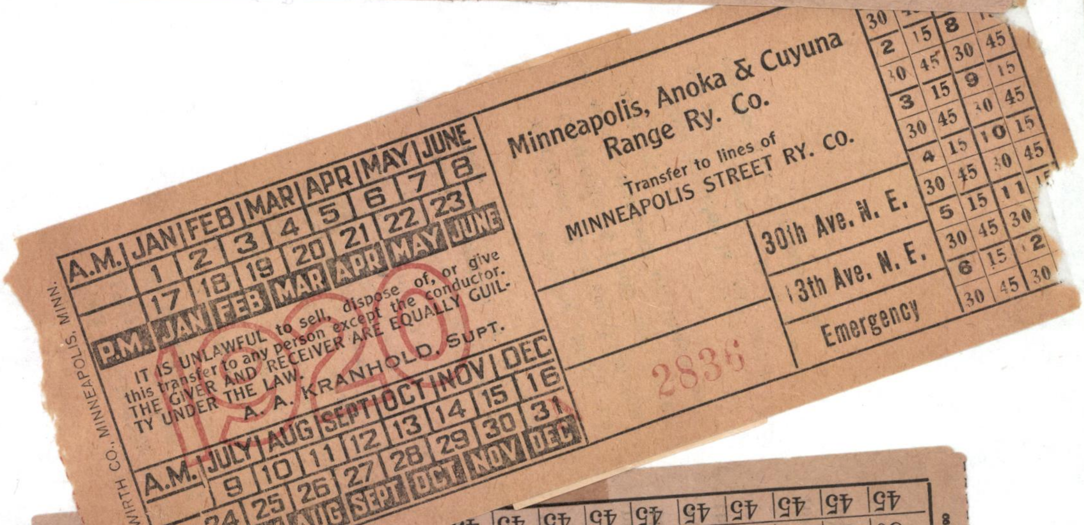
1 2 3 4 5 6 7 8 9 10 11 12

15 15 15 15 15 15 15 15 15 15 15 15

30 30 30 30 30 30 30 30 30 30 30 30

45 45 45 45 45 45 45 45 45 45 45 45

COSBY-WIRTH MANIFOLD BOOK CO. MINNEAPOLIS, MINN.



Minneapolis, Anoka & Cuyuna Range Ry. Co.

Transfer to lines of MINNEAPOLIS STREET RY. CO.

A.M. JAN FEB MAR APR MAY JUNE

1 2 3 4 5 6 7 8

17 18 19 20 21 22 23

P.M. JAN FEB MAR APR MAY JUNE

IT IS UNLAWFUL to sell, dispose of, or give this transfer to any person except the conductor. THE GIVER AND RECEIVER ARE EQUALLY GUILTY UNDER THE LAW.

A. A. KRANHOLD, SUPT.

1920

A.M. JULY AUG SEPT OCT NOV DEC

9 10 11 12 13 14 15 16

24 25 26 27 28 29 30 31

P.M. JULY AUG SEPT OCT NOV DEC

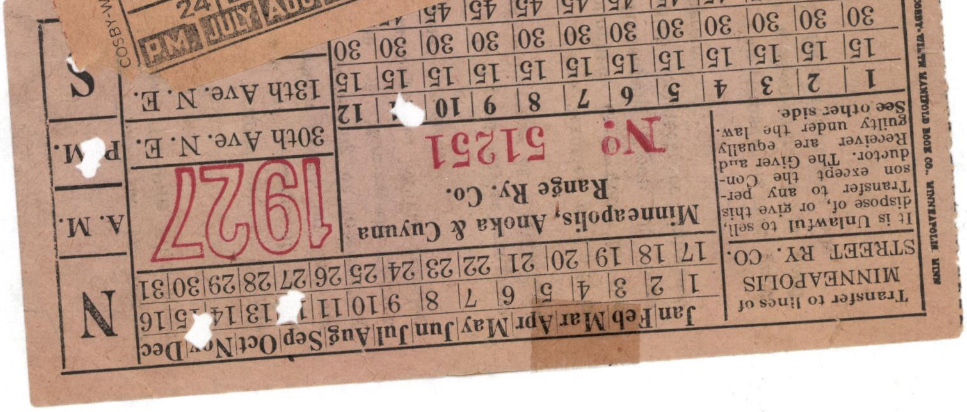
2836

30th Ave. N. E.

13th Ave. N. E.

Emergency

COSBY-WIRTH CO. MINNEAPOLIS, MINN.



Transfer to lines of MINNEAPOLIS STREET RY. CO.

It is Unlawful to sell, dispose of, or give this Transfer to any person except the Conductor. The Giver and Receiver are equally guilty under the law. See other side.

Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Minneapolis, Anoka & Cuyuna Range Ry. Co.

No 51251

1927

N A. M. P. M. S

30th Ave. N. E.

13th Ave. N. E.

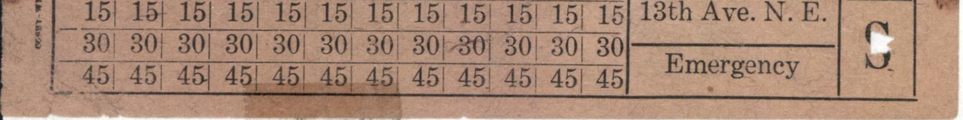
1 2 3 4 5 6 7 8 9 10 11 12

15 15 15 15 15 15 15 15 15 15 15 15

30 30 30 30 30 30 30 30 30 30 30 30

45 45 45 45 45 45 45 45 45 45 45 45

COSBY-WIRTH MANIFOLD BOOK CO. MINNEAPOLIS, MINN.



Transfer to lines of MINNEAPOLIS STREET RY. CO.

It is Unlawful to sell, dispose of, or give this Transfer to any person except the Conductor. The Giver and Receiver are equally guilty under the law. See other side.

Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Minneapolis, Anoka & Cuyuna Range Ry. Co.

No 99714

1929

N A. M. P. M. S

30th Ave. N. E.

13th Ave. N. E.

Emergency

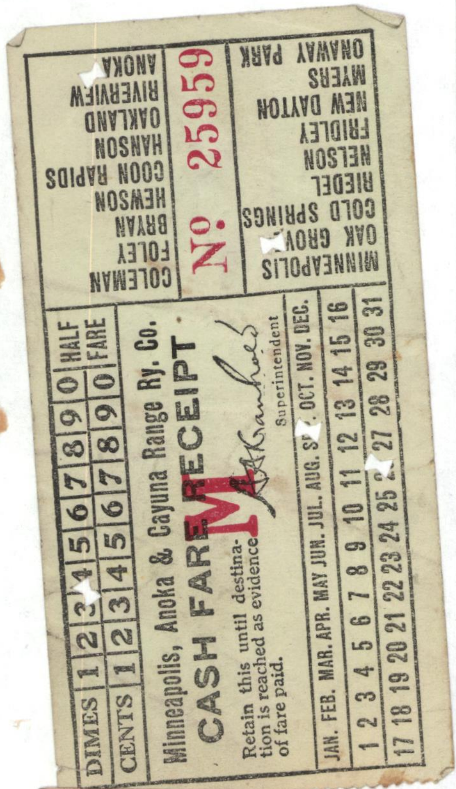
1 2 3 4 5 6 7 8 9 10 11 12

15 15 15 15 15 15 15 15 15 15 15 15

30 30 30 30 30 30 30 30 30 30 30 30

45 45 45 45 45 45 45 45 45 45 45 45

COSBY-WIRTH MANIFOLD BOOK CO. MINNEAPOLIS, MINN.



DIMES 1 2 3 4 5 6 7 8 9 0 HALF FARE

CENTS 1 2 3 4 5 6 7 8 9 0

Minneapolis, Anoka & Cayuna Range Ry. Co.

CASH FARE RECEIPT

M

A A Kranhold
Superintendent

Retain this until destination is reached as evidence of fare paid.

JAN. FEB. MAR. APR. MAY JUN. JUL. AUG. SEP. OCT. NOV. DEC.

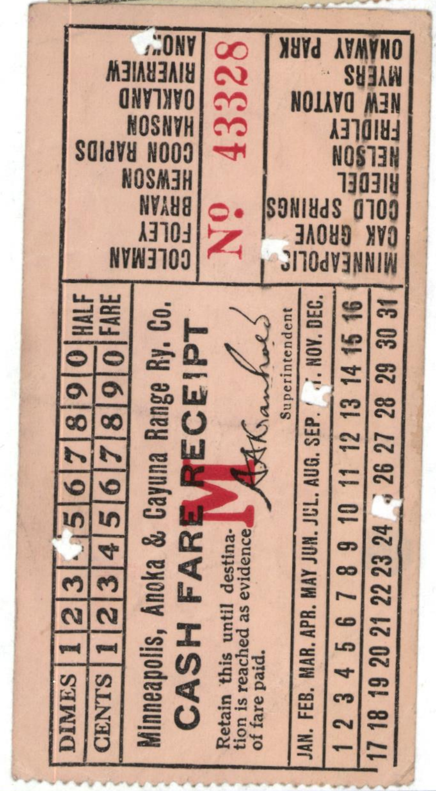
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

No 25959

COLEMAN
FOLEY
BRYAN
HEWSON
COON RAPIDS
HANSON
OAKLAND
RIVERVIEW
ANOKA

MINNEAPOLIS
OAK GROVE
COLD SPRINGS
RIEDEL
NELSON
FRIDLEY
NEW DAYTON
MYERS
ONAWAY PARK



DIMES 1 2 3 4 5 6 7 8 9 0 HALF FARE

CENTS 1 2 3 4 5 6 7 8 9 0

Minneapolis, Anoka & Cayuna Range Ry. Co.

CASH FARE RECEIPT

M

A A Kranhold
Superintendent

Retain this until destination is reached as evidence of fare paid.

JAN. FEB. MAR. APR. MAY JUN. JUL. AUG. SEP. OCT. NOV. DEC.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

No 43328

COLEMAN
FOLEY
BRYAN
HEWSON
COON RAPIDS
HANSON
OAKLAND
RIVERVIEW
ANOKA

MINNEAPOLIS
OAK GROVE
COLD SPRINGS
RIEDEL
NELSON
FRIDLEY
NEW DAYTON
MYERS
ONAWAY PARK

ERJ
11-26-1921

Suburban Line Must Carry Local Passengers

Suburban cars of the Minneapolis, Anoka & Cuyuna Range Railway coming into the city over the lines of the Twin City Rapid Transit Company must stop at intersections to pick up passengers and must give transfers to passengers paying full fare in the city limits. This fare must be only 5 cents. The Anoka line carries passengers to the city limits over the Minneapolis Street Railway tracks and thence on its own rails to Anoka. Going out these cars will not be required to take local passengers and need stop only for suburban passengers. This is the ruling of the city attorney. For years this line has utilized these tracks but has not carried local passengers and has not given transfers to city lines. Operating under the old franchise this line cannot charge the 6-cent fare granted the local railway under an ordinance passed in 1920. The Anoka company runs into the city over the Second Street Northwest lines to a terminal in the heart of the city.

Minneapolis, Anoka & Cuyuna Range Ry. Co.

(ELECTRIC)

STATIONS.	Mls.
Minneapolis.	0
Oak Grove.	5.65
Cold Springs.	5.98
Riedel.	6.75
Nelson.	7.54
Fridley.	8.58
New Dayton.	9.33
Meyers.	9.48
Onaway Park.	10.17
Coleman.	11.17
Foley.	12.55
Bryan.	13.20
Hewson.	13.79
Coon Rapids.	13.94
Hanson.	14.64
Oakland.	15.89
River View.	17.72
Anoka.	19.21

C. P. BRATNOBER, Prest., Minneapolis, Minn.
J. M. JUNGE, Vice-President, St. Paul, Minn.
F. H. STEVENS, Treasurer, Minneapolis, Minn.
H. H. STEVENS, Secretary,
A. E. APPLEYARD, Gen. Mgr., Ashland, Wis.
A. A. KRANHOLD, Supt., Anoka, Minn.
H. G. McNEELY, Gen. Fht. Agt., St. Paul, Minn.

Electric trains leave **Minneapolis** for stations shown in schedule *7 25, *8 30, *10 15, §11 30 a.m., *1 00, *a*2 20, *3 20, *a*5 10, *5 45, §6 25, §7 30, *8 10, §9 55, *11 15 p.m., arriving Anoka 8 32, 9 37, 11 22 a.m., 12 37 noon, 2 07, 3 27, 4 27, 6 17, 6.52, 7 33, 8 37, 9 17, 11 02 p.m., 12 22 night. Returning, leave Anoka *6 15, *7 15, *9 05, §10 25, *11 50 a.m., *a*1 10, *2 10, *a*4 00, *4 30, §5 20, §6 20, *7 00, §8 45, *10 05 p.m., arriving Minneapolis 7 22, 8 27, 10 12, 11 30 a.m., 12 57 noon, 2 17, 3 17, 5 07, 5 40, 6 25, 7 29, 8 07, 9 52, 11 12 p.m.

Running time one hour and seven minutes.

*Daily; § Sunday only; *a* Saturday and Sunday only. *July*, 1916.

Connection.—At **Minneapolis**—With Minneapolis, St. Paul & Sault Ste. Marie Ry. STANDARD—*Central time.*

STATIONS

MINNEAPOLIS
(519 2nd Ave. So.)
OAK GROVE
COLD SPRINGS
RIEDEL
NELSON
FRIDLEY
NEW DAYTON
MYERS
ONAWAY PARK
COLEMAN
FERNVALE
FOLEY
BRYAN
HEWSON
COON RAPIDS
HANSON
OAKLAND
RIVERVIEW
ANOKA

COMMUTATION RATES

Limited to Use During 27-Day Period

(Exclusive of Sundays and Holidays)

54 Rides—66 2-3 per cent of Regular One Way Fare

Limited to Use During Year Issued

10 Rides 85 per cent of Regular One Way Fare

25 Rides- 80 per cent of Regular One Way Fare

50 Rides—75 per cent of Regular One Way Fare

Round Trip Tickets at Reduced Rates

Employees are required to give courteous consideration to the requests of patrons. Reports, suggestions or complaints of any nature are invited.

Minneapolis Ticket and Express Office 519 2nd ave. s
Tels. N. W. Nicollet 1369: T. S. Center 1673
Freight Depot [with Soo Line] 5th ave. n. & 2nd st.
Anoka Office, 1st Ave. Bet. Main & Jackson
Telephone N W 35
Make inquiries at above offices or of undersigned relative to freight, package freight or express service.

A. A. KRANHOLD, Supt.
Anoka, Minn.

MINNEAPOLIS, ANOKA & CUYUNA RANGE RAILWAY COMPANY

TIME TABLE NO. 7

(Effective Dec. 30, 1916, 12:01 A. M.)
SUBJECT TO CHANGE WITHOUT NOTICE

ELECTRIC TROLLEY CARS

Anoka Leave [Anoka Station]		Minneapolis Leave [519 2nd Ave.
6:15 a. m.	Daily	7:25 a. m.
7:35 a. m.	Daily	8:45 a. m.
9:05 a. m.	Daily	10:15 a. m.
11:50 a. m.	Daily	1:00 p. m.
2:10 p. m.	Daily	3:20 p. m.
4:00 p. m.	Saturday and Sunday	5:10 p. m.
4:20 p. m.	Daily Ex. Sunday	5:50 p. m.
5:30 p. m.	Sunday only	6:40 p. m.
7:00 p. m.	Daily	8:10 p. m.
8:45 p. m.	Sunday only	9:55 p. m.
10:05 p. m.	Daily	11:15 p. m.

Cars take following route in Minneapolis: (Inbound) On 2nd St. to Central Ave. to Union Depot to High St. to Marquette Ave. to 6th St. to Station, 517 2nd Ave. S. (Outbound) to Washington Ave. to Marquette Ave. and then via same route as inbound.

Unexcelled Passenger, Freight and Express Service. Your patronage is urgently solicited. Ship via the M., A. & C R. Ry.

A. A. KRANHOLD, Supt.,
Anoka, Minn.

(OVER)

The timetable dated July 1916 is typical of the early frequent service. The timetables effective 12-30-1916 and 11-11-1917 show a reduction in service. The timetables indicate the regular passenger stops. Additional public and private flag stops brought the total number of passenger stops to about sixty. Analysis of the 11-11-1917 timetable shows that the overall schedule speed was about 17 m.p.h. The schedule speed on the right-of-way between Oak Grove and Riverview was 28 m.p.h. All of this indicates the effect of slow street running in Minneapolis and the sparsely-populated rural area.

Effective 1-1-1923 the downtown Minneapolis terminal was moved to the Electric Short Line Terminal Co. depot at 3rd Ave. N. and 7th St. N. This depot was also used by the Minneapolis Northfield & Southern Ry. and the Electric Short Line Ry. (Minnesota Western Ry.). Mpls. St. Ry. constructed a wye on the northwest side of the building from its tracks on 7th St. N. The trackage rights were changed to: E. Hennepin Ave.-1st St. N.-1st Ave. N.-8th St. N.-7th St. N. to the depot, wye and return via the same route.

Express and mail were carried on the passenger cars. Express consisted of packages not over 100 lbs. in weight and were delivered store-door by MA&CR all for a maximum charge of 25¢ per hundred-weight.

A transit directory with a reporting date of January 1924 listed MA&CR as owning one auto bus. The accounting records show an adjustment for one bus which had been sold in June 1921. Premiums for bus insurance were paid through July 1924. Refer to the article on the next page about Motor Buses.

Declining passenger revenues prompted the conversion of certain passenger cars to one-man operation. TCRT was requested to make the conversion but as MA&CR was short of funds the instructions were to use the utmost economy in rebuilding the cars. Two cars were rebuilt during 1925 and one car during 1926.

In July 1926 the MA&CR entered receivership. The timetable effective 10-7-1928 reflects the drastically curtailed service instituted by the receiver.

MINNEAPOLIS ANOKA & CUYUNA RANGE RY.

He stated the Anoka depot contained a waiting room, ticket office, baggage room, two public toilets and several pay telephone "booths". We know that the railway also had general office space here.[redacted]

He also reported that potatoes were a major farm crop of the surrounding farm community. Potato buyers were located on Bridge Square and other locations along the railroad tracks. Potatoes were loaded into freight cars and shipped out. The bulk of this hauling was performed by the MA&CR Ry., with as many as 14 to 18 cars per train.

Minneapolis, Anoka & Cayuna Range Railway Company

Effective Dec. 10th, 1915, 12:01 a. m.

TIME TABLE NO. 5

Subject to change without notice.

(Electric Trolley Service.)

READ DOWN												READ UP											
Forenoon				Afternoon				Night				Forenoon					Afternoon				Night		
1	15	3	17	5	19	7	9	21	11	13	STATION	2	16	4	18	6	20	8	10	22	12	14	
Daily	Sunday Only	Daily Ex. Sunday	Sunday Only	Daily Ex. Sunday	Sunday Only	Daily	Daily	Sunday Only	Daily	Daily		Daily	Sunday Only	Daily Ex. Sunday	Sunday Only	Daily Ex. Sunday	Sunday Only	Daily	Daily	Sunday Only	Daily	Daily	
7.40	9.30	10.00	11.00	1.00	1.30	3.20	5.45	6.20	8.10	11.15	Mpls., 517 2nd Ave. S	7.35	9.30	10.00	11.00	12.55	1.30	3.20	5.40	6.20	8.10	11.15	
8.13	10.03	10.33	11.33	1.33	2.03	3.53	6.18	6.53	8.43	11.43	Oak Grove	7.02	8.57	9.27	10.27	12.22	12.57	2.47	5.10	5.47	7.37	10.42	
8.14	10.04	10.34	11.34	1.34	2.04	3.54	6.19	6.54	8.44	11.44	Cold Springs	7.01	8.56	9.26	10.26	12.21	12.56	2.46	5.09	5.46	7.36	10.41	
8.16	10.06	10.36	11.36	1.36	2.06	3.56	6.21	6.56	8.46	11.46	Riedel	6.59	8.54	9.24	10.24	12.19	12.54	2.44	5.07	5.44	7.34	10.39	
8.18	10.08	10.38	11.38	1.38	2.08	3.58	6.23	6.58	8.48	11.48	Nelson	6.57	8.52	9.22	10.22	12.17	12.52	2.42	5.05	5.42	7.32	10.37	
8.20	10.10	10.40	11.40	1.40	2.10	4.00	6.25	7.00	8.50	11.50	Fridley	6.55	8.50	9.20	10.20	12.15	12.50	2.40	5.03	5.40	7.30	10.35	
8.22	10.12	10.42	11.42	1.42	2.12	4.02	6.27	7.02	8.52	11.52	New Dayton	6.53	8.48	9.18	10.18	12.13	12.48	2.38	5.01	5.38	7.28	10.33	
8.23	10.13	10.43	11.43	1.43	2.13	4.03	6.28	7.03	8.53	11.53	Myers	6.52	8.47	9.17	10.17	12.12	12.47	2.37	5.00	5.37	7.27	10.32	
8.25	*10.15	10.45	11.45	1.45	2.15	4.05	6.30	7.05	8.55	11.55	Onaway Park	6.50	8.45	9.15	*10.15	12.10	12.45	2.35	4.58	5.35	7.25	10.30	
8.27	10.17	10.47	11.47	1.47	2.17	4.07	6.32	7.07	8.57	11.57	Coleman	6.48	8.43	9.13	10.13	12.08	12.43	2.33	4.55	5.33	7.23	10.28	
8.30	10.20	10.50	11.50	1.50	2.20	4.10	6.35	7.10	9.00	12.00	Foley	6.45	8.40	9.10	10.10	12.05	12.40	2.30	4.52	5.30	7.20	10.25	
8.32	10.22	10.52	11.52	1.52	2.22	4.12	6.37	7.12	9.02	12.02	Bryan	6.43	8.38	9.08	10.08	12.03	12.38	2.28	4.50	5.28	7.18	10.23	
8.34	10.24	10.54	11.54	1.54	2.24	4.14	6.39	7.14	9.04	12.04	Hewson	6.41	8.36	9.06	10.06	12.01	12.36	2.26	4.48	5.26	7.16	10.21	
*8.35	10.25	10.55	11.55	1.55	*2.25	4.15	6.40	*7.15	9.05	12.05	Coon Rapids	6.40	*8.35	9.05	10.05	12.00	12.35	*2.25	4.47	5.25	*7.15	10.20	
8.36	10.26	10.56	11.56	1.56	2.26	4.16	6.41	7.16	9.06	12.06	Hanson	6.39	8.34	9.04	10.04	11.59	12.34	2.24	4.46	5.24	7.14	10.19	
8.39	10.29	10.59	11.59	1.59	2.29	4.19	6.44	7.19	9.09	12.09	Oakland	6.36	8.31	9.01	10.01	11.56	12.31	2.21	4.43	5.21	7.11	10.16	
8.42	10.32	11.02	12.02	2.02	2.32	4.22	6.47	7.22	9.12	12.12	River View	6.33	8.28	8.58	9.58	11.53	12.28	2.18	4.40	5.18	7.08	10.13	
8.50	10.40	11.10	12.10	2.10	2.40	4.30	6.55	7.30	9.20	12.20	Anoka	6.25	8.20	8.50	9.50	11.45	12.20	2.10	4.30	5.10	7.00	10.05	

Railroad file #1

Railroad file #1

Minneapolis, Anoka and Cayuna Range Ry. 1915

Electric Trolley Service between Minneapolis and Anoka

TIME TABLE NO. 5

COMMUTATION RATES

Limited to Use During 27-Day Period

(Exclusive of Sundays and Holidays)

54 Rides—66 2-3 per cent of Regular One Way Fare

Limited to Use During Year Issued

10 Rides—85 per cent of Regular One Way Fare
25 Rides—80 per cent of Regular One Way Fare
50 Rides—75 per cent of Regular One Way Fare

Round Trip Tickets at Reduced Rates

Employees are required to give courteous consideration to the requests of patrons.

Reports, suggestions or complaints of any nature are invited.

MINNEAPOLIS OFFICE: 517 2nd Ave. So.
Telephones—N. W. Nicollet 1369.
T. S. Center 1673.
ANOKA OFFICE: 1st Ave. between Main and Jackson.
Telephone—N. W. 35.

Make inquiries at above offices or of undersigned relative to freight, package freight and express service.

A. A. KRANHOLD, Supt.
Anoka, Minn.

Cars take following route in Minneapolis and may be taken at regular local stops:—Leaving Station 517 2nd Ave. So., to Washington, to Marquette, to High street, to Union Depot, to Central, to Second street.

Property of Anoka County Historical Society

Property of Anoka County Historical Society

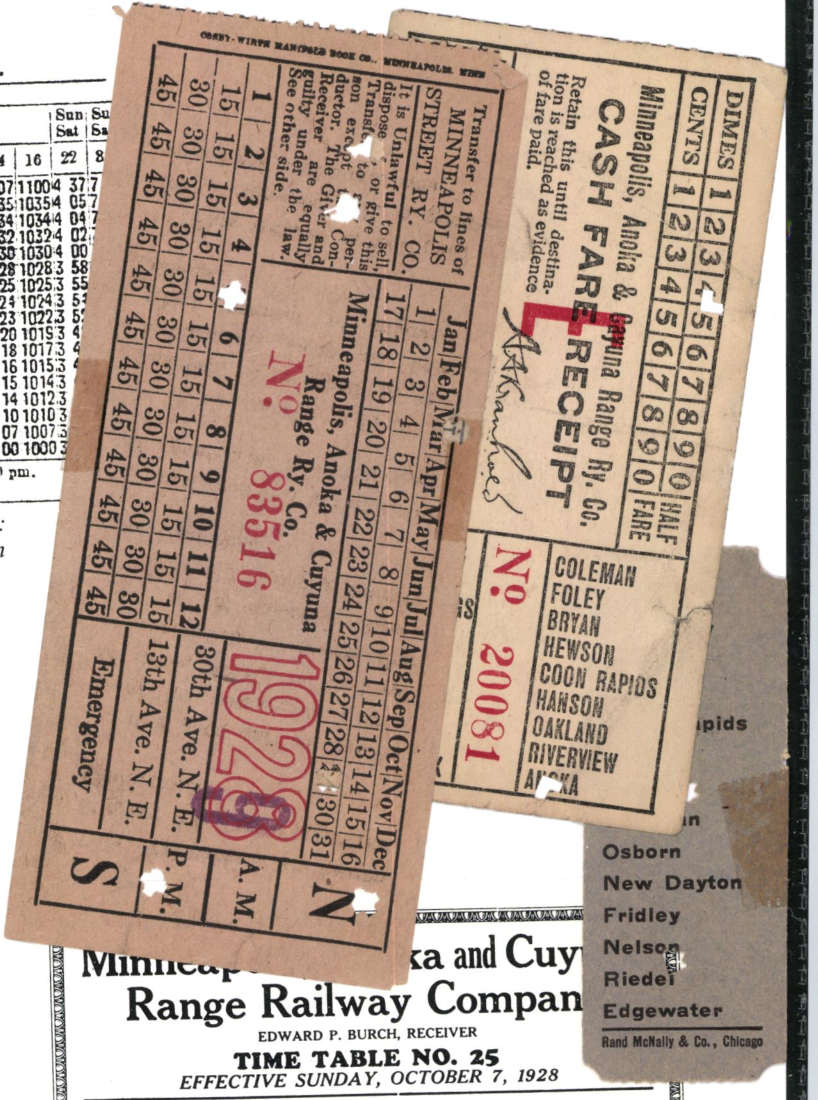
MINNEAPOLIS, ANOKA & CUYUNA RANGE RY.

A. A. Kranhold, Supt., Anoka, Minn.

Sat. Sun	Sat Sun	Daily								11-11-1917 565	Daily								Sun Sat	Sun Sa
31	21	11	15	13	9	7	5	3	1	Lv Ar	2	4	6	8	10	12	14	16	22	8
1010	4 50	5 50	1120	8 10	3 10	1 10	1010	8 40	7 10	Minneapolis.	7 07	8 37	1007	1 07	3 07	5 37	8 07	1100	4 37	7
1042	5 22	6 22	1148	8 42	3 42	1 43	1042	9 12	7 42	Oak Grove ..	6 35	8 05	9 35	1235	2 35	5 05	7 35	1035	4 05	7
1043	5 23	6 23	1149	8 43	3 43	1 44	1043	9 13	7 43	Cold Springs	6 34	8 04	9 34	1234	2 34	5 04	7 34	1034	4 04	7
1045	5 25	6 25	1152	8 45	3 45	1 46	1045	9 15	7 45	Riedel......	6 32	8 02	9 32	1232	2 32	5 02	7 32	1032	4 02	
1047	5 27	6 27	1153	8 47	3 47	1 48	1047	9 17	7 47	Nelson	6 30	8 00	9 30	1230	2 30	5 00	7 30	1030	4 00	
1049	5 29	6 29	1155	8 49	3 49	1 50	1049	9 19	7 49	Fridley ..250	6 28	7 58	9 28	1228	2 28	4 58	7 28	1028	3 58	
1051	5 32	6 32	1158	8 52	3 52	1 53	1052	9 22	7 52	Myers	6 25	7 55	9 25	1225	2 25	4 55	7 25	1025	3 55	
1053	5 33	6 33	1159	8 54	3 54	1 55	1054	9 24	7 54	Onaway Park	6 24	7 54	9 24	1224	2 24	4 54	7 24	1024	3 5	
1055	5 35	6 35	1200	8 55	3 56	1 57	1055	9 25	7 55	Coleman....	6 22	7 52	9 22	1222	2 21	4 52	7 23	1022	3 5	
1058	5 38	6 38	1203	8 58	3 59	2 00	1058	9 28	7 58	Foley.......	6 19	7 49	9 19	1219	2 18	4 49	7 20	1019	3 4	
1100	5 40	6 40	1205	9 00	4 01	2 02	1100	9 30	8 00	Bryan	6 17	7 47	9 17	1217	2 16	4 47	7 18	1017	3 4	
1102	5 42	6 42	1206	9 02	4 03	2 04	1102	9 32	8 02	Hewson	6 15	7 45	9 15	1215	2 14	4 45	7 16	1015	3	
1103	5 43	6 43	1207	9 03	4 04	2 05	1103	9 33	8 03	Coon Rapids.	6 14	7 44	9 14	1214	2 13	4 44	7 15	1014	3	
1104	5 44	6 44	1208	9 05	4 05	2 06	1104	9 34	8 04	Hanson	6 13	7 43	9 13	1213	2 12	4 43	7 14	1012	3	
1107	5 47	6 46	1210	9 08	4 09	2 09	1107	9 37	8 07	Oakland	6 10	7 40	9 10	1210	2 09	4 40	7 10	1010	3	
1110	5 50	6 50	1214	9 10	4 15	2 12	1110	9 40	8 10	Riverview ..	6 07	7 37	9 07	1207	2 06	4 37	7 07	1007	3	
1117	5 57	6 57	1220	9 17	4 20	2 19	1117	9 47	8 17	Ar. Anoka .Lv	6 00	7 30	9 00	1200	2 00	4 30	7 00	1000	3	

Sunday Trains lv Minneapolis 11.40-am and 7.40 pm: lv Anoka 10.30 am, and 9.00 pm.
Leaving Minneapolis, cars start from 517 2d Ave. So., and pass Union Depot.

The meeting points for opposing trains on these timetables were: Minneapolis St. Ry. double track, Onaway siding, Coon Rapids Dam spur, and Oakland siding.



COSBY-WIRTH MANIFOLD BOOK CO., MINNEAPOLIS, MINN.

Transfer to lines of
MINNEAPOLIS
STREET RY. CO.

It is Unlawful to sell, dispose [illegible], or give this Transfer to [illegible] person except t[illegible] Conductor. The Giver and Receiver are equally guilty under the law. See other side.

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	2	3	4	5	6	7	8	9	10	11	12

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	25	26	27	28		30	31	

Minneapolis, Anoka & Cuyuna
Range Ry. Co.
No. 83516

1928

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

30th Ave. N. E.
13th Ave. N. E.
Emergency

N
A. M.
P. M.
S

DIMES	1	2	3	4	5	6	7	8	9	0
CENTS	1	2	3	4	5	6	7	8	9	0

HALF FARE

Minneapolis, Anoka & Cuyuna Range Ry. Co.
CASH FARE RECEIPT
Retain this until destination is reached as evidence of fare paid.

L

A A Kranhold

No. 20081

COLEMAN
FOLEY
BRYAN
HEWSON
COON RAPIDS
HANSON
OAKLAND
RIVERVIEW
ANOKA

apids
n
Osborn
New Dayton
Fridley
Nelson
Riedel
Edgewater

Rand McNally & Co., Chicago

MINNEAPOLIS, ANOKA & CUYUNA RANGE RAILWAY COMPANY

TIME TABLE NO. 15

(Effective January 20th, 1922, 12:01 A. M.)
SUBJECT TO CHANGE WITHOUT NOTICE

ELECTRIC TROLLEY CARS

ANOKA Leave [Anoka Station]		MINNEAPOLIS Leave [517 2nd Ave. S.]
6:00 a. m.	Daily	7:10 a. m.
7:00 a. m.	Daily	8:15 a. m.
9:00 a. m.	Daily	10:10 a. m.
10:30 a. m.	Sunday Only	11:40 a. m.
12:00 noon	Daily	1:10 p. m.
2:00 p. m.	Daily	3:10 p. m.
3:40 p. m.	Daily	4:50 p. m.
4:35 p. m.	Daily	5:50 p. m.
7:00 p. m.	Daily	8:10 p. m.
8:30 p. m.	Sunday Only	9:35 p. m.
10:00 p. m.	Daily	11:20 p. m.

Cars take following route in Minneapolis:

Inbound—On 2nd St. to Central Ave. to Union Depot to High St. to Marquette Ave. to 6th St. to Station, 517 2nd Ave. S.

Outbound—To Washington Ave. to Marquette Ave. and then via same route as inbound.

Unexcelled Freight and Express Service. Your patronage is urgently solicited. Ship via the M., A. & C. R. Ry.

A. A. Kranhold,
Supt.

Gus Peterson,
Auditor.

(OVER)

Property of
Anoka County Historical Society

Minneap ka and Cuy
Range Railway Compan

EDWARD P. BURCH, RECEIVER

TIME TABLE NO. 25

EFFECTIVE SUNDAY, OCTOBER 7, 1928

DAILY

LEAVE BRIDGE SQUARE ANOKA	LEAVE 7th STREET and 3rd AVE. NO. MINNEAPOLIS
6:30 a. m.	7:45 a. m.
8:15 a. m.	10:10 a. m.
11:30 a. m.	1:10 p. m.
1:30 p. m.	3:10 p. m.
3:40 p. m.	5:10 p. m.
4:30 p. m.	6:10 p. m.
6:30 p. m.	8:10 p. m.
9:30 p. m.	10:55 p. m.

SAVE by purchasing Commutation Tickets

15 - 50c fares	17 - 40c fares
22 - 30c fares	32 - 20c fares

TICKETS - $5.00 PER BOOK
Single Fares - 50c Round Trip - 75c

SEND Merchandise via M. A. & C. passenger cars as express at freight rates.

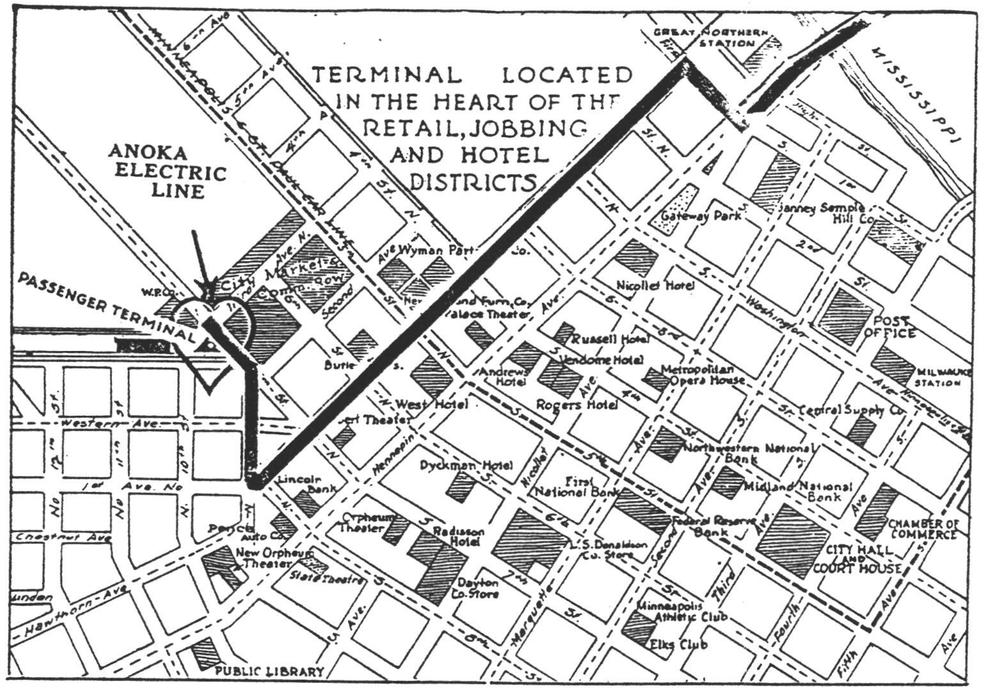
Minimum charge.................25 cents
Maximum charge...............25c per cwt.

Connection at Seventh Street Station with Minneapolis, Northfield & Southern Railway and with Minnesota Western Railroad.

PEASE PRINTERY—ANOKA

MINNEAPOLIS LOOP DISTRICT

Cars take route shown by heavy line


TERMINAL LOCATED
IN THE HEART OF THE
RETAIL, JOBBING
AND HOTEL
DISTRICTS
ANOKA
ELECTRIC
LINE
PASSENGER TERMINAL
W.R.Co.
City Market
Comm. Row
MINNEAPOLIS ST. PAUL CAR LINE
6th Ave
5th Ave
4th
7th St. N.
6th St.
Second
Wyman Part
Western Ave.
12th St.
11th St.
10th St.
1st Ave. No
Chestnut Ave
Linden
Hawthorn Ave
Butle
West Hotel
Lincoln Bank
Hennepin
Dyckman Hotel
Orpheum Theater
Radisson Hotel
Pence Auto Co.
New Orpheum Theater
State Theatre
Dayton Co. Store
PUBLIC LIBRARY
Palace Theater
Andrews Hotel
Rogers Hotel
Russell Hotel
Vendome Hotel
Nicollet Hotel
Gateway Park
GREAT NORTHERN STATION
MISSISSIPPI
Janney Semple Hill Co.
Washington
POST OFFICE
MILWAUKEE STATION
Metropolitan Opera House
Central Supply Co.
Northwestern National Bank
Midland National Bank
First National Bank
Federal Reserve Bank
L.S. Donaldson Co. Store
CHAMBER OF COMMERCE
CITY HALL AND COURT HOUSE
Minneapolis Athletic Club
Elks Club
Nicollet
Marquette
Second
Third
Fourth
Fifth
Minneapolis Ave

See Anoka First

Why not begin near at home in learning about your own state? Anoka "the city of trees" is one of the oldest and most picturesque towns in Minnesota. It was a thriving municipality before Minneapolis was born. It is located on two rivers, is the gateway to a large and popular lake district and is in the center of one of the richest farming sections in the state. Did you know that one of the largest of the state institutions, the Hospital for the Insane, is located at Anoka? It is open to visitors at all times and the experience of seeing it is well worth while.

Property of
Anoka County Historical Society

Travel "Anoka Electric"

Enjoy clean, safe, comfortable trolley rides between Anoka and Minneapolis.

Sixty-five minutes from heart of one city to the other; 40 cts. fare.

Free transfers are issued to all points in Minneapolis. City line transfers accepted by our conductors.

Anoka line directly intersects 15 of the 21 city car lines and approaches within one or two blocks of the rest--(except Selby-Lake).

THE SCENIC ELECTRIC ROUTE

to Anoka follows the East shore of the Mississippi River passing numerous choice Picnic and Camp sites, also the famous Coon Rapids dam, a large producer of Minnesota's electric power and, incidentally, an excellent fishing spot.

SPECIAL ATTENTION PAID TO EXCURSIONS OVER THIS LINE.

CARS MAY BE RENTED AT REASONABLE RATES FOR ALL OCCASIONS.

Time Table No. 17A—Effective December 1, 1923—Subject to change without notice.

ANOKA ELECTRIC LINE

Property of Anoka County Historical Society

Passenger Trains arrive at and depart from

Minneapolis
Union Electric Terminal
7th St.-2nd Av. N.

Anoka
Electric Line Depot
Main St.-1st Av.

Express and package freight is handled on all passenger trains. Deliver same at above stations or phone for information during business hours, Geneva 2470 or Anoka 35.

A. A. KRANHOLD,
Supt.

C. A. BRATNOBER,
Gen. Pass. Agt.

MINNEAPOLIS, ANOKA AND
CUYUNA RANGE RAILWAY CO.

Meeting points are
Fridley and
Coon Rapids

Dec 1, 1923

SAVE TIME AND TROUBLE BY PAYING BEFORE BOARDING CARS AT ANOKA OR MINNEAPOLIS—BUY A ROUND TRIP FOR 65 CENTS (GOOD FOR 1 DAY)

MINNEAPOLIS TO ANOKA

WEEKDAYS

NORTHBOUND		Forenoon					Saturday Only	Except Saturday	Saturday Only	Afternoon			Saturday Only
LEAVE	Miles	1	3	5	7	9	23‡‡	11	11x‡‡	13	15	17	19
MINNEAPOLIS— Terminal—7th St. N.	.00	**7:00**	**8:00**	**9:30**	**11:00**	**1:00**	**2:30**	**3:00**	**4:00**	**5:00**	**6:00**	**8:30**	**11:10**
G. N. Union Depot	.95	7:08	8:08	9:38	11:08	1:08	2:38	3:08	4:08	5:08	6:08	8:38	11:18
30th and Grand N. E.	4.08	7:29*	8:27	9:55	11:25	1:25	2:55	3:26	4:25¶	5:26*	6:26	8:56	11:34
34th and Marshall N. E.	4.78	7:31	8:29	9:58	11:28	1:28	2:58	3:28	4:28	5:29	6:29	8:58	11:36
Arrive Oak Grove	5.96	7:34	8:32	10:01	11:31	1:31	3:01	3:31	4:31	5:32	6:32	9:01	11:39
" Edgewater	6.29	7:35	8:33	10:02	11:32	1:32	3:02	3:32	4:32	5:33	6:33	9:02	11:40
" Riedel	7.06	7:37	8:35	10:04	11:34	1:34	3:04	3:34	4:34	5:35	6:35	9:04	11:41
" Nelson	7.85	7:39	8:37	10:06	11:36	1:36	3:05	3:36	4:36	5:37	6:37	9:06	11:43
" FRIDLEY	8.89	7:41	8:39*	10:08*	11:38	1:38¶	3:08¶	3:38	4:38	5:39	6:39	9:08	11:45
" New Dayton	9.62	7:42	8:41	10:11	11:39	1:40	3:09	3:40	4:40	5:41	6:41	9:10	11:46
" Myers	9.79	7:43	8:43	10:12	11:40	1:41	3:10	3:41	4:41	5:42	6:42	9:11	11:47
" Onaway Park	10.48	7:44	8:44	10:13	11:41	1:42	3:11	3:42	4:42	5:43	6:43	9:12	11:48
" Coleman	11.48	7:46	8:47	10:16	11:45	1:45	3:14	3:45	4:45	5:46	6:46	9:15	11:50
" Foley	12.86	7:49	8:50	10:19	11:48	1:48	3:17	3:48	4:48	5:49	6:49	9:18	11:53
" Bryan	13.40	7:51	8:52	10:21	11:50	1:50	3:19	3:50	4:50	5:51	6:51	9:20	11:55
" COON RAPIDS	14.32	7:54	8:55	10:24	11:53	1:53	3:22	3:53	4:53¶	5:54	6:54	9:23	11:58
" Hanson	14.95	7:55	8:56	10:25	11:54*	1:54§	3:23	3:54§	4:54	5:55	6:55	9:24	11:59
" Oakland	16.20	7:58	8:59	10:28	11:57	1:57	3:26	3:57	4:57	5:58	6:58	9:27	12:02
" Riverview	18.03	8:01	9:03	10:32	12:01	2:00	3:30	4:01	5:01	6:02	7:02	9:30	12:07
" ANOKA	19.52	8:08	9:10	10:39	12:08	2:08	3:38	4:08	5:08	6:10	7:05	9:38	12:12

SUNDAYS ‡

NORTHBOUND	Forenoon			Afternoon						
LEAVE	1x	5	7	21	23	25	27	17	29	19x
MINNEAPOLIS— Terminal—7th St. N.	**7:30**	**9:30**	**11:00**	**12:30**	**2:30**	**4:30**	**6:30**	**8:30**	**9:30**	**11:30**
G. N. Union Depot	7:38	9:38	11:08	12:38	2:38	4:38	6:38	8:38	9:38	11:38
30th and Grand N. E.	7:55	9:55	11:25	12:55	2:55	4:55	6:55	8:55*	9:53	11:55
34th and Marshall N. E.	7:58	9:58	11:28	12:58	2:58	4:58	6:58	8:58	9:56	11:56
Arrive Oak Grove	8:01	s	s	s	s	s	s	s	9:58	11:58
" Edgewater	8:02	s	s	s	s	s	s	s	9:59	11:59
" Riedel	8:04	s	s	s	s	s	s	s	10:01	12:01
" Nelson	8:06	s	s	s	s	s	s	s	10:03	12:03
" FRIDLEY	8:08	10:08*	11:38*	1:08	3:08	5:08	7:08	9:08	10:05	12:05
" New Dayton	8:10	s	s	s	s	s	s	s	10:06	12:06
" Myers	8:11	s	s	s	s	s	s	s	10:07	12:07
" Onaway Park	8:13	s	s	s	s	s	s	s	10:08	12:08
" Coleman	8:16	10:15	11:45	1:15	3:15	5:15	7:15	9:15	10:10	12:10
" Foley	8:19	s	s	s	s	s	s	s	10:12	12:12
" Bryan	8:21	s	s	s	s	s	s	s	10:14	12:14
" COON RAPIDS	8:24*	10:24	11:54	1:24*	3:24*	5:23	7:23	9:23	10:17	12:17
" Hanson	8:26	s	s	s	s	5:24*	7:24*	s	10:18	12:18
" Oakland	8:28	s	s	s	s	s	s	s	10:21	12:21
" Riverview	8:31	s	s	s	s	s	s	s	10:24	12:24
" ANOKA	8:38	10:38	12:08	1:38	3:38	5:38	7:38	9:38	10:30	12:30

ANOKA TO MINNEAPOLIS

WEEKDAYS

SOUTHBOUND		Forenoon					Saturday Only	Except Saturday	Saturday Only	Afternoon			Saturday Only
LEAVE	Miles	2	4	6	8	10	24‡‡	12	12x‡‡	14	16	18	20
ANOKA— Electric Line Depot	.00	**5:50**	**6:40**	**8:10**	**9:40**	**11:40**	**1:10**	**1:40**	**2:40**	**3:40**	**4:40**	**7:10**	**9:50**
Riverview	1.49	5:57	6:47	8:17	9:47	11:47	1:17	1:47	2:47	3:47	4:47	7:17	9:57
Oakland	3.32	6:01	6:51	8:21	9:51	11:51	1:21	1:51	2:51	3:51	4:51	7:21	10:00
Hanson	4.57	6:04	6:54	8:24	9:54	11:54*	1:24	1:54§	2:54	3:54§	4:53	7:24	10:03
COON RAPIDS	5.17	6:05	6:55	8:25	9:55	11:55	1:25	1:55	2:55	3:55	4:54	7:25	10:04
Bryan	6.12	6:08	6:58	8:28	9:58	11:58	1:28	1:58	2:58	3:58	4:57	7:28	10:07
Foley	6.66	6:10	7:00	8:30	10:00	12:00	1:30	2:00	3:00	4:00	5:00	7:30	10:09
Coleman	8.04	6:13	7:03	8:33	10:03	12:03	1:33	2:03	3:03	4:03	5:03	7:33	10:12
Onaway Park	9.04	6:16	7:06	8:36	10:06	12:06	1:36	2:06	3:06	4:06	5:06	7:36	10:15
Myers	9.73	6:17	7:07	8:37	10:07	12:07	1:37	2:07	3:07	4:07	5:07	7:37	10:16
New Dayton	9.90	6:18	7:08	8:38	10:08	12:08	1:38	2:08	3:08	4:08	5:08	7:38	10:17
FRIDLEY	10.63	6:20	7:10	8:40*	10:09*	12:09	1:39¶	2:10	3:09¶	4:10	5:10	7:39	10:18
Nelson	11.67	6:22	7:13	8:42	10:11	12:11	1:42	2:12	3:12	4:12	5:12	7:41	10:20
Riedel	12.46	6:24	7:15	8:44	10:13	12:13	1:44	2:14	3:14	4:14	5:14	7:43	10:22
Edgewater	13.23	6:26	7:17	8:46	10:15	12:15	1:46	2:16	3:16	4:16	5:16	7:45	10:24
Oak Grove	13.56	6:27	7:18	8:47	10:16	12:16	1:47	2:17	3:17	4:17	5:17	7:46	10:25
Arrive 34th & Marshall N. E.	14.74	6:30	7:22	8:50	10:19	12:20	1:50	2:20	3:20	4:20	5:20	7:48	10:27
" 30th & Grand N. E.	15.44	6:33	7:24*	8:53	10:22	12:23	1:53	2:23	3:23	4:22¶	5:23*	7:51	10:29
" G. N. Union Depot	18.57	6:50	7:42	9:10	10:40	12:40	2:10	2:40	3:40	4:40	5:40	8:06	10:44
" Mpls Loop (1st Av. N.)	19.52	6:55	7:50	9:15	10:45	12:45	2:15	2:45	3:45	4:45	5:45	8:10	10:48

SUNDAYS ‡

SOUTHBOUND	Forenoon			Afternoon						
LEAVE	2x	6	8	22	24	26	28	18	30	20x
ANOKA— Electric Line Depot	**6:10**	**8:10**	**9:40**	**11:10**	**1:10**	**3:10**	**5:10**	**7:10**	**8:10**	**10:30**
Riverview	6:17	s	s	s	s	s	s	s	s	10:37
Oakland	6:21	s	s	s	s	s	s	s	s	10:40
Hanson	6:23	s	s	s	s	s	5:24*	7:24*	s	10:43
COON RAPIDS	6:24	8:24*	9:54	11:24	1:24*	3:24*	5:25	7:25	8:25	10:44
Bryan	6:27	s	s	s	s	s	s	s	s	10:47
Foley	6:29	s	s	s	s	s	s	s	s	10:49
Coleman	6:32	8:3[illegible]	10:02	11:32	1:33	3:33	5:33	7:33	8:33	10:52
Onaway Park	6:35	s	s	s	s	s	s	s	s	10:55
Myers	6:36	s	s	s	s	s	s	s	s	10:56
New Dayton	6:38	s	s	s	s	s	s	s	s	10:57
FRIDLEY	6:40	8:40	10:09*	11:39*	1:40	3:40	5:40	7:40	8:40	10:58
Nelson	6:42	s	s	s	s	s	s	s	s	11:00
Riedel	6:44	s	s	s	s	s	s	s	s	11:02
Edgewater	6:46	s	s	s	s	s	s	s	s	11:04
Oak Grove	6:47	s	s	s	s	s	s	s	s	11:05
Arrive 34th & Marshall N. E.	6:50	8:50	10:20	11:50	1:50	3:50	5:50	7:50	8:50	11:08
" 30th & Grand N. E.	6:53	8:53	10:23	11:53	1:53	3:53	5:53	7:53	8:53*	11:10
" G. N. Union Depot	7:10	9:10	10:40	12:10	2:10	4:10	6:10	8:10	9:10	11:25
" Mpls Loop (1st Av. N.)	7:15	9:15	10:45	12:15	2:15	4:15	6:15	8:15	9:15	11:28

* Indicates meets daily. ¶ Saturdays only. § Except Saturdays.
‡ Sunday service in effect on the following holidays: New Year's; Decoration Day; July Fourth; Thanksgiving and Christmas Day.
‡‡ Saturday service in effect the day before each of the above holidays.
s Cars stop on signal at all points whether or not time is shown. Where time is not shown, same is to be figured on basis of standard running time, as shown on other trips.

The time shown is that at which trains may be expected to arrive at and depart from the several stations but this company will not be responsible for errors in this time table nor does it guarantee the arrival or departure of trains at times stated.

MINNEAPOLIS, ANOKA AND CUYUNA RANGE RAILWAY CO.

This company handles freight in carload or less than carload lots between any point on its line and any part of the United States. Your patronage is urgently solicited. We guarantee quick, satisfactory service. Make inquiry at Anoka or Minneapolis office.

COMMUTATION RATES

Apply for Books of Conductor, Anoka or Minneapolis Office.

CLASS A—50 RIDE CARD

Limited to use within the family of purchaser for one year.

When cash rate per ride is	$.40	$.30	$.25	$.20	$.15	$.10
*Saving on 50 rides is	5.00	2.50	2.00	1.75	1.25	.75

CLASS B—25 RIDE CARD

Limited to use within the family of purchaser for one year.

When cash rate per ride is	$.40	$.30	$.25	$.20	$.15	$.10
*Saving on 25 rides is	2.00	1.00	.75	.75	.50	.25

CLASS C—54 RIDE MONTHLY CARD

Limited to individual use of purchaser during 27-day period exclusive of Sundays and holidays.

When cash rate per ride is	$.40	$.30	$.25	$.20	$.15	$.10
*Saving in month is	7.60	4.45	3.75	2.80	2.10	1.40

CLASS D—50 RIDE SCHOOL CARD

Limited to individual use of school children 16 years or under, presenting principal certificate, on school days only, between hours of 6 and 9 a. m. and 2 and 5 p. m.

When cash rate per ride is	$.40	$.30	$.25	$.20	$.15	$.10
*Saving on 50 rides is	8.00	6.00	5.00	5.00	3.75	2.00

---

*To compute price of any commutation card multiply cash rate by number of rides and deduct saving as shown.

A. A. KRANHOLD, Supt.,
GUS PETERSON,
Auditor.

Anoka, Minn.

YOU CAN NOW BUY ANOKA-MINNEAPOLIS COMMUTATION TICKETS—54 RIDES AT 26c A RIDE—50 RIDES AT 30c A RIDE—25 RIDES AT 32c A RIDE.

Minneapolis, Anoka and Cuyuna Range Ry. Co.

(ELECTRIC)

STATIONS.	Mls.
Minneapolis. (7th St., No. Sta.)	● .....
43d Ave., N.E.	5.96
Riedel.	7.06
Nelson.	7.85
Fridley.	8.89
Osborne.	10.48
Coleman.	11.48
Foley.	12.86
Bryan.	13.40
Coon Rapids.	14.32
Hanson.	14.95
Oakland.	16.20
Riverview.	18.03
Anoka.	19.60

EDWARD P. BURCH, Receiver,
Minneapolis, Minn.
A. V. ARVIDSON, Auditor, ,

Electric trains leave **Minneapolis**, daily, for stations shown in schedule 7 45, 10 10 a.m., 1 10, 3 10, 5 10, 6 10; Saturday and Sunday 8 10, 10 55 p.m. Returning, leave Anoka, daily, 6 30, 8 30, 11 30 a.m., 1 30, 3 40, 4 30; Saturday and Sunday 6 30, 8 50 p.m.

One hour Minneapolis loop to Anoka loop.

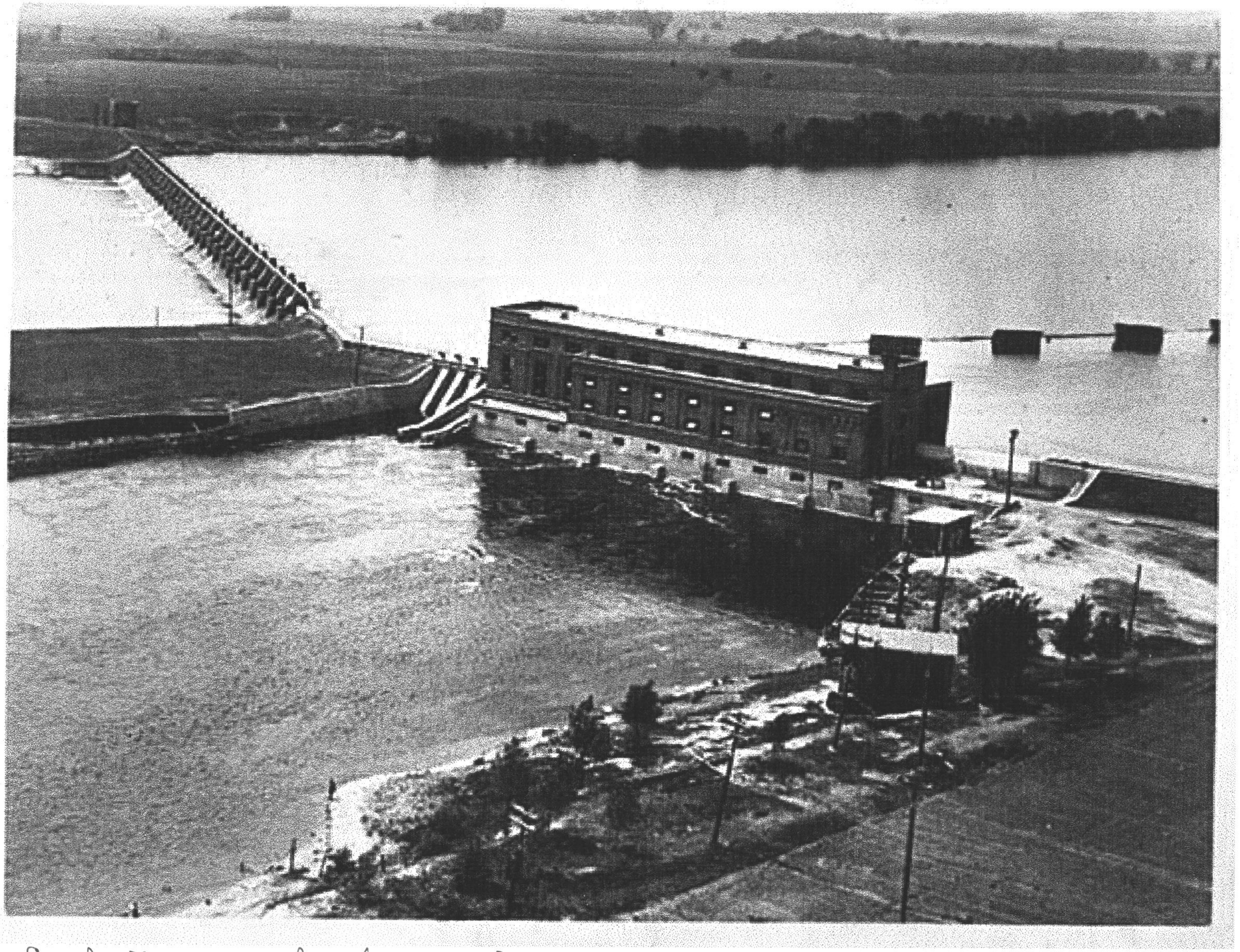
Mileage operated, 27.5.

Length of freight line, 16.5 miles.

STANDARD—*Central time.*

Connections.—At Anoka—With G. N. Ry. and N. P. Ry. At Osborne — With G. N. Ry. At Minneapolis - Edgewater Filtration Plant—With G. N. Ry. At Minneapolis—With all lines through M. St. P. & S. S. M. Ry. and M. N. & S. Ry.

December, 1929.



Coon Rapids Dam and Powerhouse circa 1928

OPERATIONS

Freight Service

The track on Main St. in Anoka had been extended into an industrial area adjacent to the Pillsbury Lincoln Mill and several sidings constructed to local industries. The 6-21-1916 issue of the Anoka newspaper was giving MA&CR a hard time for running freight cars through the streets at any hour, day or night, even Sundays. Apparently the steam locomotive was used to haul freight cars from Minneapolis to Anoka while the switching thru the streets was done with electric equipment, perhaps the snow plow.

On 7-4-1916 a new freight motor, #5, was received from the McGuire-Cummings Mfg. Co. This car was then used for hauling the freight trains as well as performing the switching. In addition less-than-carload freight, express, fourth class mail, milk and cream were carried in the car itself.

Refer to the Track Construction section regarding electrification of the G.N. Ry.'s Lincoln Mill spur track and switching agreements. The 1917 extension in Anoka from the shop wye to a connection with the Lincoln Mill spur track [redacted] allowed elimination of running freight cars on Main St. MA&CR probably used its steam locomotive for switching on the Lincoln Mill spur track. The 1921 electrification of the Lincoln Mill spur track and 1922 switching agreements provided MA&CR with a freight belt line around the northern part of Anoka. In addition to switching all freight cars, G.N. Ry. and MA&CR, freight cars to other industries on the spur track not previously serviced by MA&CR could now be routed over the Soo Line to Minneapolis and via MA&CR to Anoka. Electric locomotive #100 was purchased during 1922 for performing the switching on the Lincoln Mill spur track. Both #5 and #100 were also used to haul freight trains between Minneapolis and Anoka.

A description of the extent of freight operations during the middle 1920's has been obtained from Interstate Commerce Commission records. The principal commodities handled were as follows.

1. Wheat and wheat products, comprising about 50% of the interstate freight traffic. Wheat came from Minneapolis and Duluth consigned to the Lincoln Mill. After milling it was re-shipped to Chicago, Omaha and Duluth.
2. Building materials: cement, rock, stone and sand. Inbound cars of cement came from Mason City and Duluth.
3. Petroleum from Oklahoma, Texas and Wyoming.
4. Coal from the C.B.& Q. Ry. at West Frankfort, Ill.; L. & N. Ry. in Illinois and west Kentucky; and from the Soo Line at Duluth.
5. Ammunition: from Anoka to Watertown, S.D., and St.Louis, Mo.; and from Omaha to Anoka.
6. Lumber from Washington, Oregon, Idaho, British Columbia, Fort Francis (Ontario) and Bemidji.
7. Potatoes to Chicago and Memphis.
8. Brass from Kenosha, Wisc., and Alton, Ill.

About 85% of its traffic was interstate in nature; very little local freight traffic was handled.

Figures were available for two years.	1925	1926
Inbound carloads	1501	2113
Outbound carloads	1211	947
Total carloads	2712	3278

Principal competitors were the Great Northern Ry. and the truck and bus lines which operated between Minneapolis and Anoka. Railroad interchanges were located at Soo Line Junction, Minneapolis (Soo Line); Osborne, Great Northern Ry.; and Anoka, Great Northern Ry. and Northern Pacific Ry. Running rights over other railroad trackage included about one mile over the Soo Line near Soo Line Junction; Lincoln Mill spur track of the Pillsbury Flour Mills Co. in Anoka, 1.72 miles of track, which connected with the Great Northern Ry. which also had running rights over

it.
MA&CR owned nine sidings plus a spur track at Coon Rapids which extended to the dam and plant of the Northern States Power Co.

An MA&CR employee stated that an occasional car of livestock was handled to and/or from Mr. Bratnober's farm north of Coon Rapids.

Refer to the Track Construction section for construction of sidings to the City of Minneapolis Water Filtration Plant (1924) and Water Softening Plant (later).

When the MA&CR entered receivership on 7-9-1926 it was reported that the profitable condition in earlier years was due largely to the patronage of the Lincoln Mill which shipped a great deal of grain into and flour out of Anoka. The 1921 agreement with the Great Northern Ry. for switching cars on the Lincoln Mill spur track was terminated by the G. N. Ry. with the approval of the receiver 4-17-1927. Beginning 11-1-1927 the G.N. Ry. performed all the switching on this spur track and charged the MA&CR an amount, varied as to type of commodity, for each car handled. The overhead trolley wire remained intact. During 1929 the receiver reported the Soo Line was interested in purchasing the MA&CR in order to obtain certain savings in freight rates. This proposal was never consummated. This was the state of affairs when the MA&CR was sold at public auction 8-20-1929 to W. D. Lovell, Minneapolis.

supplement to this tariff will be issued except
r the purpose of cancelling the tariff unless other-
e specifically authorized by the Commission.

M. R. C. No. 25 I. C. C. No. 57

FREIGHT TARIFF No. 63

Minneapolis, Anoka and Cuyuna Range Railway Company

EDWARD P. BURCH, Receiver

TRAFFIC DEPARTMENT

Cancelled by 97D12
eff 1-20-44

OFFICIAL LIST

OF

FREIGHT STATIONS AND DISTANCES

FOR USE IN

Computing Freight Rates in Connection With Distance Tariffs, etc.

ON

MINNEAPOLIS, ANOKA AND CUYUNA RANGE RAILWAY COMPANY

The stations and distances shown in this tariff supersede the stations and distances shown on page 6 of M. A. & C Ry., G. F. D. No. 9, M. R. C. No. 9, I. C. C. No. 6.

SUED NOVEMBER 9, 1929 EFFECTIVE DECEMBER 15, 1929

Issued by
EDWARD P. BURCH, Receiver,
913 Hennepin Avenue,
MINNEAPOLIS, MINN.

(B-100-F)

LIST OF STATIONS, JUNCTION POINTS, AND TABLE OF DISTANCES IN MILES BETWEEN STATIONS

BETWEEN		Minneapolis	Fridley	Osborne	Anoka
Minneapolis	Soo Line Interchange	0.0	1.4	5.6	15.1
*Fridley Filtration Plant	G. N. Interchange	1.4	0.0	4.2	13.7
*Osborne	G. N. Interchange	5.6	4.2	0.0	9.5
*Coon Rapids	(Northern States Power)	9.6	8.2	4.0	5.5
Anoka	G. N. Interchange	15.1	13.7	9.5	0.0
Anoka	(Pillsbury Flour Mills)	16.0	14.6	10.4	1.1

*No Agent. Charges must be prepaid.
Carload freight can be handled at all stations.
All stations listed are in the State of Minnesota.

LIST OF COMPETITVE POINTS

Stations	Roads Competing
Anoka	①Great Northern Ry.
	②Northern Pacific Ry.
Coon Rapids	②Great Northern Ry.
Osborne	①Great Northern Ry.
Fridley	①Great Northern Ry.
Minneapolis	①Minneapolis, St. Paul & Sault Ste. Marie Ry.
	②Chicago, Burlington & Quincy R. R.
	②Chicago, Great Western R. R.
	②Chicago, Milwaukee, St. Paul & Pacific R. R.
	②Chicago, St. Paul, Minneapolis & Omaha Ry.
	②Federal Barge Line.
	②Great Northern Ry.
	②Minneapolis & St. Louis R. R.
	②Minneapolis Eastern Ry.
	②Minneapolis, Northfield and Southern Ry.
	②Minnesota Western R. R.
	②Northern Pacific Ry.
	②Railway Transfer Co.

①Track connection.
②No track connection.

MINNEAPOLIS ANOKA & CUYUNA RANGE RAILWAY:
EQUIPMENT

EQUIPMENT

#1 Steam Locomotive. Purchased March-April 1915 from the Chicago,St.Paul,Minneapolis & Omaha Ry. for $922.99. Built by the Baldwin Locomotive Works in 1881. Weight on drivers 48,600 lbs. Steam pressure 140 p.s.i. Pulling capacity 500 tons. Tender capacity six tons of coal and 2,500 gallons of water. Sold November 1924.

#1 Passenger-Baggage Motor Car. Built by Twin City Rapid Transit Co. in its Snelling Shops, St. Paul, (TCRT 1786A) completed 12-7-1915 at a cost of $6,000. This was a standard TCRT Class L-8 except that the front platform was specially arranged for a baggage-mail-freight compartment. The front bulkhead was constructed two windows to the rear of its normal location and a specially designed baggage door-motorman's door combination utilized. Twin City #9 trucks, four G.E. 200 motors, K-43-F2 controller, weight complete 41,700 lbs. Color scheme was probably maroon body with silver lettering. Rebuilt for one-man operation during 1926 by TCRT: front entrance-exit doors were installed (the same as on TCRT's front-exit gate cars); the rear steps and gates were removed and replaced with a fully enclosed platform with doors for freight and express loading. The front bulkhead location was not altered. Color scheme changed to TCRT Work Car Red and Moss Green.

Purchase price	1915	$6015.37
Reconstruction	1926	949.35
"	"	(500.00)
Miscellaneous	Various	249.82
To balance with summary		199.48
Total cost		6914.02
		========

#2 Passenger Motor Car. Built by TCRT in its Snelling Shops (TCRT 1786B) completed 12-8-1915 at a cost of $6000. This was a standard TCRT Class L-8 furnished without alteration. Twin City #9 trucks, four G.E. 200 motors, K-43-F2 controller, weight complete 41,700 lbs. Color scheme same as #1. Rebuilt 1925 by TCRT for one-man operation in the same manner as #1. Color scheme same as #1.

Purchase price	1915	$6015.37
Reconstruction	1925	666.32
"	"	(300.00)
Electric heaters	1922	214.57
Miscellaneous	various	491.91
Total cost		7088.17
		========

#3 Passenger Motor car purchased 1915 from a Cleveland "used streetcar dealer". Ex Cleveland Railways #23 (formerly #355). Originally built ~~as an open motor car~~ by the G. C. Kuhlman Co. in 1902. Rebuilt by Cleveland Rys. in 1910 ~~to a closed car~~ with long enclosed platforms. Length overall 47'1", length of body 34'0", length of each platform 6'0", width 8'1", wood underframe, seating capacity 26, and weight about 38,000 lbs. Rebuilt to an express motor car in 1919. On the depreciation records it was listed as a Locomotive (Dec. 1924) then as a Work Car (Jan. 1925). Sold for scrap 1926.

Body and Motors	1915	$1200.00	
Brakes, register and paint	1916	737.67	
Reconstruction	1918	1123.77	(ledger $1670.02)
Miscellaneous	Various	125.88	
Total		3187.32	
Sold for scrap	1926	(236.60)	
Retirement cost		2950.72	
		=======	

#4 Passenger Motor car purchased 1915 together with #3. This car was ex-Cleveland Railways #29 (formerly #365). The same information and specifications apply to this car. Retired in 1923 or November 1924.

Body and motors	1915	$1200.00
Register, paint, etc.	1916	447.70
Miscellaneous	various	(32.02)
Total		1615.68
Sold for scrap	1925 (sic)	(100.00)
Retirement cost		1515.68
		=======

#1 Single-truck, double-nose, Snow Plow acquired second-hand during 1915 at a cost of $709.30. Weight 16,000 lbs. Damaged in an accident 1917. In the receiver's notebook this car was assigned #1st 114 and was described as a Work Car purchased in 1915. Reported as scrapped because of the damage but no date was listed.

one Buda section car purchased 1915 for $28.55 which was equipped with a Veerac gasoline engine manufactured in Anoka. Included in the 1924-1925 depreciation records.

#5 Freight motor car purchased new from the McGuire-Cummings Mfg. Co. in 1916 at a cost of $7572.54. Received 7-4-1916. McGuire 70A trucks, four G.E. 205E (?) motors, G. E. Type MK control with two C-101-A controllers, MCB couplers, and weight 74,000 lbs. It was classified as a Freight Locomotive in the 1914-1925 depreciation records. In the receiver's notebook this car was assigned #2nd 105 and reported as purchased 1916 at a cost of $7315.57; total cost as of 1926 was $8238.56.

#6 Passenger motor car purchased in 1916 in the same manner as #3 and #4. This car was ex-Cleveland Railways #369 which was reported retired in 1916. The same information and specifications on #3 and #4 apply to #6. Retired in 1923 or November 1924.

Body	1916	$1596.95
Miscellaneous	1918	19.95
Brakes, coupler, etc.	1919	349.06
Total		1926.06
Sold for scrap	1923 (sic)	(100.00)
Retirement cost		1826.06
		=======

#7 Passenger motor car purchased from Twin City Rapid Transit Co. on 7-3-1916 at a cost of $6973.90. This was TCRT #1st 1713 built 11-18-1914 as a standard Class L-8 car. TCRT was requested to relocate the front bulkhead one window to the rear of its normal location to accomodate mail and baggage but a photograph indicates the bulkhead was relocated two windows back as on #1. Mechanical equipment and specifications were identical to #1 and #2. Seating capacity was 44 persons. This car was never rebuilt for one-man operation. The TCRT legal department correspondence index mentions the car in service 5-16-1924. It probably saw only a year or two of service until the rebuilt one-man cars were completed. Not in service as 12-31-1926; seats had been removed according to the receiver's notebook.

Purchase price	1916		$7063.54
Basic price		$6000.00	
Build baggage compartment		1063.54	
Miscellaneous	various		188.23
Total			7251.77
			=======

#101 Flat Trailer was acquired second-hand December 1916 for $100 from the Mpls., St.Paul, Rochester & Dubuque Electric Traction Co. 35'0" long and 9'3" wide. Rebuilt to a Gondola car in 1918 at a cost of $77.16; total cost $177.16. It was included as a Flat Car in the 1924-1925 depreciation records.

#102 Flat Trailer acquired second-hand (former #508) December 1917 for $250. 37'0" long and 9'4" wide. It was not included in the 1924-1925 depreciation records; it is included in the receiver's notebook.

#103 Flat Trailer acquired second-hand December 1917 for $250. 37'0" long and 9'4" wide. Sideboards installed during 1918. It was included as a Flat Car in the 1924-1925 depreciation records. Not included in the receiver's notebook. Retired in 1926.

#104 Flat Trailer acquired second-hand (former #502) December 1917 for $250. 28'0" long and 7'9" wide. Returned to the seller during 1918.

#8 Passenger motor car purchased 11-20-1917 from Twin City Rapid Transit Co. at a cost of $8777.36. This was TCRT 1855 built 6-28-1917 as a standard Class L-8 and furnished without alteration. Mechanical information and specifications identical to #1,#2 and #7. Rebuilt by TCRT for one-man operation in 1925; front-exit doors were installed as on #2 but the rear steps and wire gates were retained.

Purchase price	1917	$8928.96
Reconstruction	1925	666.32
"	"	(300.00)
Miscellaneous	various	1328.49
"	"	274.69
To balance with summary		(1162.96)
Total cost		9735.50
		=======

#25 Snow Plow purchased from Twin City Rapid Transit Co., ex TCRT #25 built 11-22-1904. The purchase was arranged for on the same date as #8 (ex 1855). The agreement specified that TCRT was to repair the car and place it in good serviceable condition. This car had a platform on the roof for use as a Line Car as well. Received by the MA&CR in early 1918 at a cost of $2525. It was included as a Snow Plow in the 1924-1925 depreciation records. In the receiver's notebook it was assigned #113.

#1-#6 Side-Dump Trailers, air-operated, acquired second-hand during 1919 from the Western Wheeled Scraper Co. They had been built in 1915, were 26'0" long and 8'0" wide, had a capacity of 12 c.y. and weighed 30,000 lbs. All sold 1923. #2 which had been sold to the Electric Short Line Ry. was returned by them in 1924. #2 was included in the 1924-1925 depreciation records. In the receiver's notebook summary this car was assigned #112. On the detail sheet the car was originally assigned #1st 105 which was later lined through and the #114 inserted. Apparently it had been assigned three different numbers: #1st 105, #112 and #2nd 114. The detail sheet indicates it was purchased in either March or April 1919 for $826.35 second-hand from the manufacturer (24' long, 12 c.y. capacity). Original builder's number was either 8925 or 89225. The car was included as #2 in the 1924-1925 depreciation records. A 1928 letter to M. J. Dooley, general manager of the Minneapolis Northfield & Southern Ry. listed the builder's number as 89225 and described the physical defects of the car which was then unserviceable. The letter mentioned that four duplicate cars had been sold in 1923 to the Electric Short Line Ry. for $550 each. The MA&CR was offering the MN&S free use of the car for two to three months in exchange for repairing the car.

#1-#2 Section Car Trailers were acquired new during 1919 from the Fairbanks-Morse Co. They were included in the 1924-1925 depreciation records. In addition a "velocipede" was included in the depreciation records.

One Electric Welder was acquired new from the Indianapolis Switch & Frog Co. in 1919.

#100 Electric Locomotive purchased 1922 from the Central Warehouse Co., St.Paul (their #100) at a cost of $12,000. This locomotive had been built by the General Electric Co. in June 1913 as a gasoline-electric locomotive for the Mpls., St.Paul, Rochester & Dubuque Electric Traction Co. at a cost of $34,500. It was sold in 1917 to the Central Warehouse Co. for $8,000. CWC subsequently (1918 or 1919) converted it to straight electric operation by removing the gasoline engines and electric generators and replacing the lost weight with concrete flooring in the underframe. Data listed in the MA&CR records: 36'10" long, 14'6" high, 20'6" truck centers, 6'10" truck wheelbase, 33" wheels, Wason RM54B trucks, four G.E. 205D (100 h.p.) motors, Sprague Type M control with two C-74-F controllers, two G.E. CP-28A5 air compressors, weight 86,000 lbs., capacity 600 tons at 10 m.p.h. or 500 tons at 15 m.p.h. The original gear ratio was 17:58 but CWC had changed it to 17:73 which gave G.E. and MA&CR no end of trouble when MA&CR ordered replacement gears and pinions in the late 1920's. #100 was classified in the depreciation records as an "Engine" (December 1924) and Freight Locomotive (January 1925).

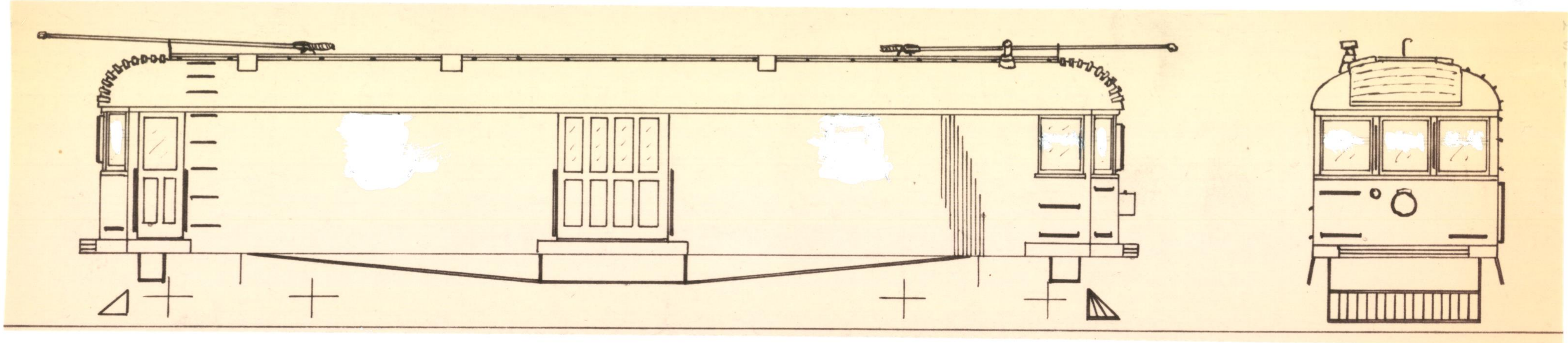
Thus as of the end of 1929 MA&CR was reported as owning four passenger cars (#1,#2,#7,#8), one freight locomotive (#100), one freight motor (#5), one snow plow (#25) and three freight trailers (#2 side-dump car, #101 gondola car, #102 flat car).

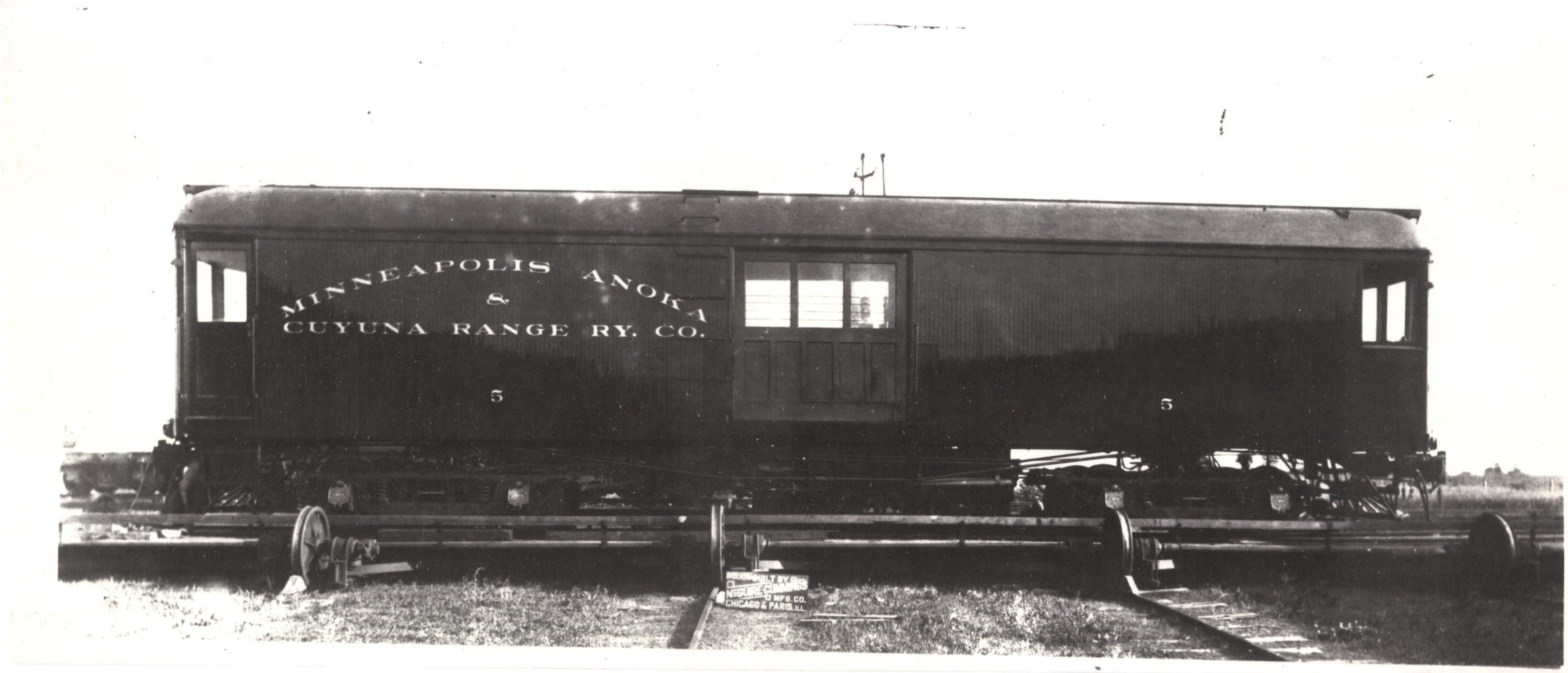
McGraw Electric Railway Directory
May 1920

Passenger Motors	7	numbers 1-4,6-8
Electric Locomotives	1	number 5
Other Motors	1	number 25 snow plow
Other Cars	4	numbers 101-104

Moody's Investments Manual 1921
1920 Financial Data

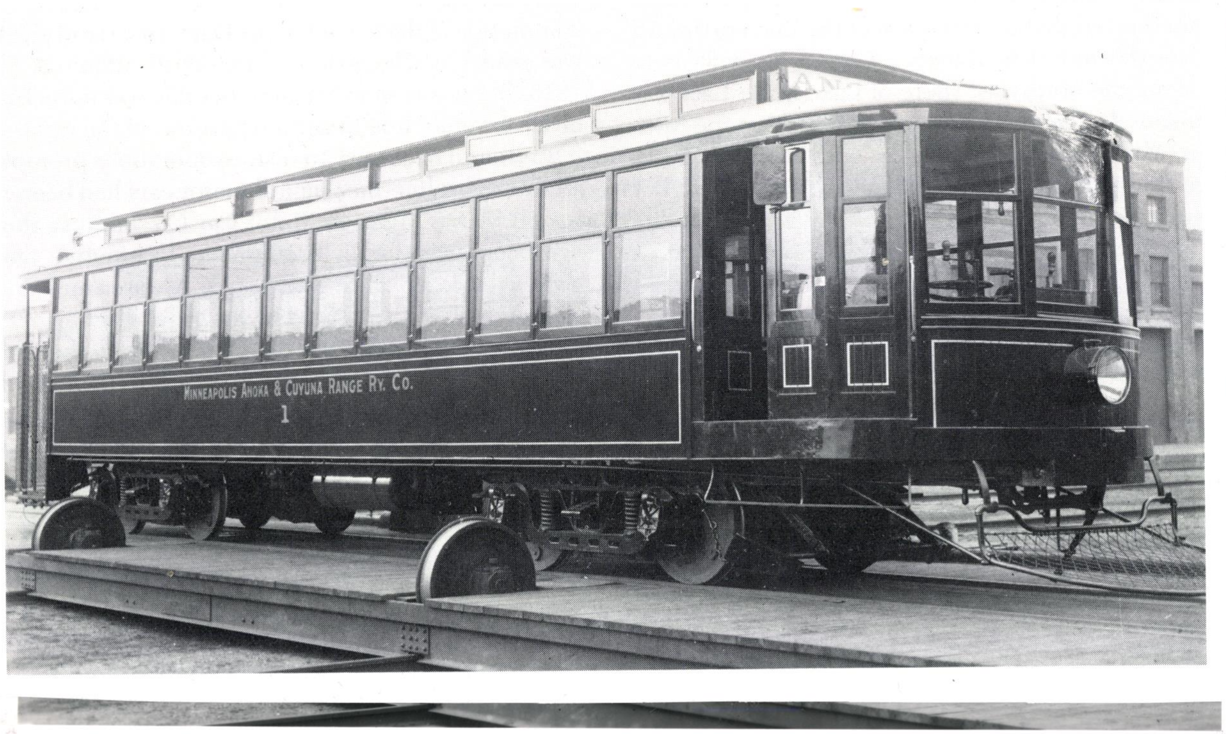
Steam Locomotives	1	number 1
Electric Locomotives	1	number 5
Passenger Motors	6	numbers 1-2,4,6,7-8
Service Cars	1	number 3 or number 25 snow plow
Flat Cars	2	numbers 101,102
Dump Cars	6	numbers 1-6




MINNEAPOLIS ANOKA
&
CUYUNA RANGE RY. CO.
5
5
BUILT BY
McGUIRE-CUMMINGS
MFG. CO.
CHICAGO & PARIS. ILL.

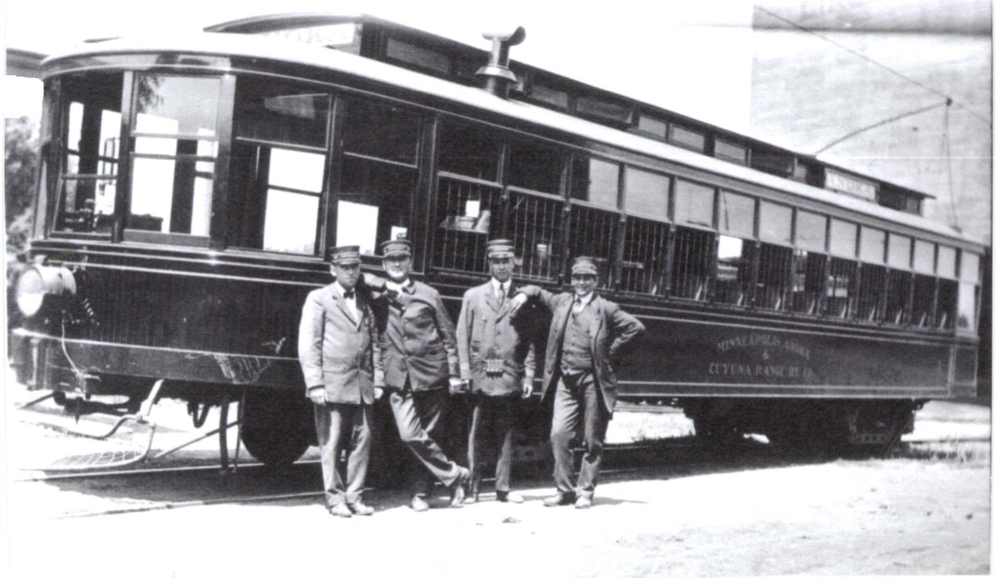
49'2" OVER BODY 50'0" OVER BUMPERS 9'4" WIDE

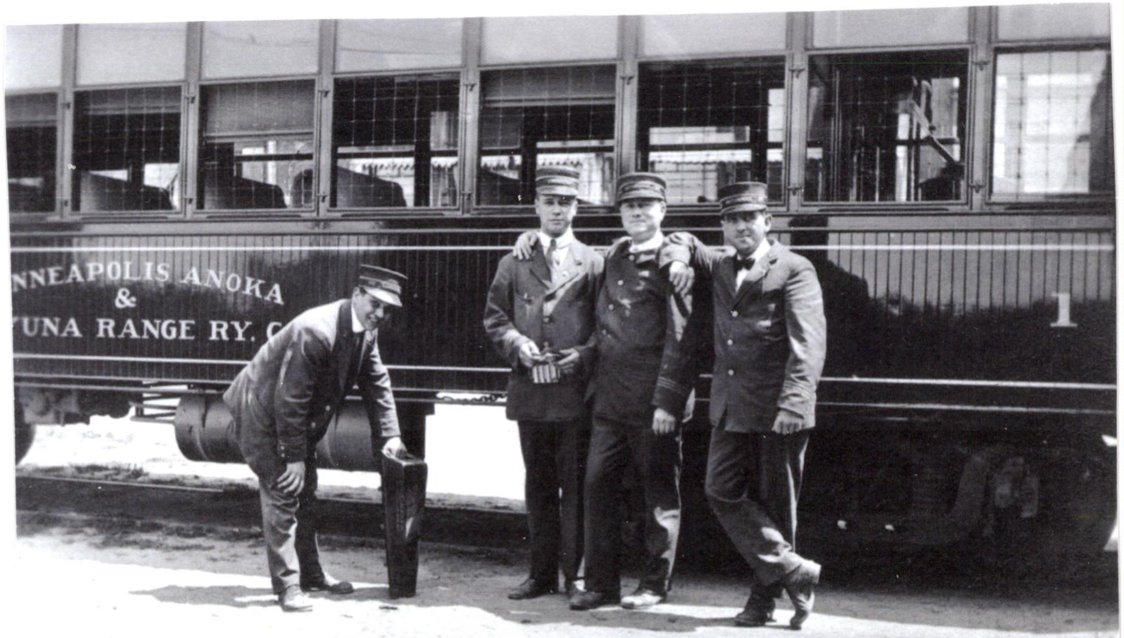
Builder's photograph of M. A. & C. R. Ry. 1 on the transfer table at the Snelling Shops, December, 1915. (TCRT)

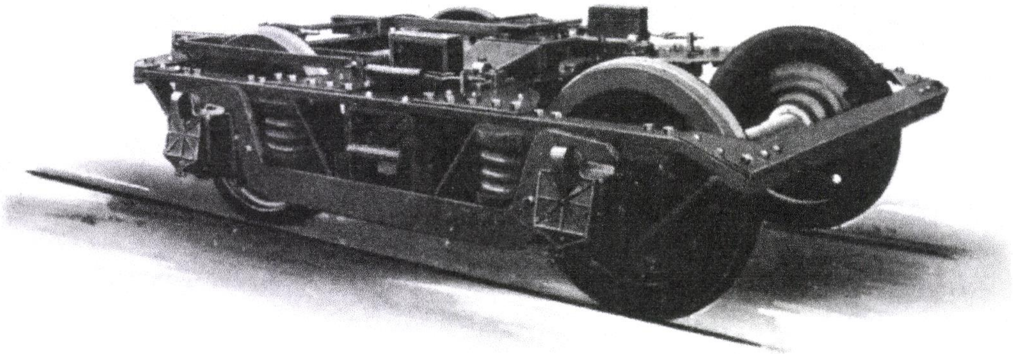

MINNEAPOLIS ANOKA & CUYUNA RANGE RY. CO.
1

◁ BUILDER'S PHOTOGRAPH

LATER PHOTOGRAPHS: NOTE
DIFFERENT LETTERING
(SAME AS ON FRT MTR #5
McGUIRE-CUMMINGS JUNE 1916
▽


MINNEAPOLIS ANOKA & CUYUNA RANGE RY. CO.


NNEAPOLIS ANOKA & YUNA RANGE RY. C
1



McGUIRE-CUMMINGS

No. 70-A HIGH SPEED DOUBLE TRUCK

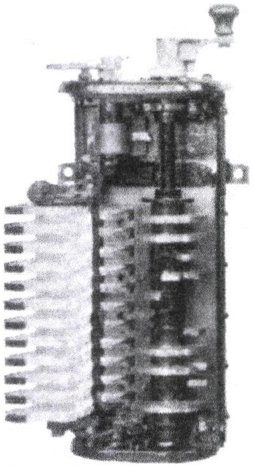
A Heavy Forged Truck for Interurban Service

M. C. B. truck, specially designed for high speed interurban service. Has double coil equalizing springs, insuring easy riding qualities. Triple elliptic bolster springs. This truck has reinforced end sill and large steel transom gusset plates, keeping the truck rigid and in true at all times. Side frames are of forged steel. All parts machine-fitted. This truck represents maximum efficiency, minimum cost of maintenance, and superior riding qualities.

SIMPLIFIED CONTROL FOR LIGHT SERVICE

ERJ 8-3-1912

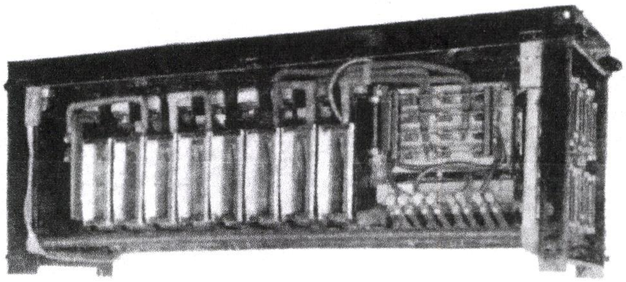
A simplified form of multiple-unit control, known as the Sprague-General Electric Type MK control, has been developed by the General Electric Company for city and interurban cars where a smaller and lighter equipment than the Type M is desired. Fundamentally, the new control consists of one or two master controllers, depending on whether single-end or double-end operation is required, and a main or motor controller. In operation the new control is "all-electric." The master controller, located on the platform, resembles the ordinary railway drum controller, except that it is very much smaller, and handles less than 2 amp per car; while the main controller, which includes the contactors, reverser and an overload relay all mounted in a single box under the car, handles the heavy motor current. The control and motor circuits are electrically independent. A multiple conductor cable carries the small control current to the operating magnet coils of the contactors of the main controller. These contactors have heavy contacts which close and vary the different motor and resistance circuits. Thus, the magnet coils of the contactors are actuated by line current and the magnets operate the power circuit contacts directly and with no intervening complications.



Type C-94A Controller

On account of the small size of the master controller, great economy in platform space is effected. The amount of current handled is so small that the parts are subjected to very little burning and consequently are relatively small. Each contact finger which breaks a circuit has an individual magnetic blow-out. A separate reversing handle, mechanically interlocked with the operating handle, is provided so that reverse connection can be made only when the operating handle is at the "off" position. Flexibility of operation is a noteworthy advantage of the new control. If it is desired to couple two or more cars during rush hours, control couplers are the only additional accessories required. The multiple conductor cable from the coupler socket is connected directly to the master controller fingers. Thus, energizing the proper wires by means of the leading master controller establishes similar motor connections on all cars simultaneously.

The contactors, overload relay, reverser, cut-out switches and resistance tubes for the control circuit are mounted in a single sheet-iron box with angle-iron frame and installed under the car, usually at one side where it can be readily inspected. Not only is the motor current broken by the main controller when shutting off power normally, but in case of overload the circuit is opened by the contactors instead of by a separate circuit-breaker. Conduit inlets in the controller box permit all wires to be run in conduit. As all the apparatus is thoroughly insulated from the casing, which is lined with insulating material, it is not necessary to insulate the box from the ground. The fact that the box is grounded affords protection to operators when inspecting the controller. The resistance tubes used in series with the magnet coils are located at one end of the controller and the terminal board for the control circuit cables at the other end. Removable covers on the sides, ends and bottom of the box provide ready access for inspection or repairs.

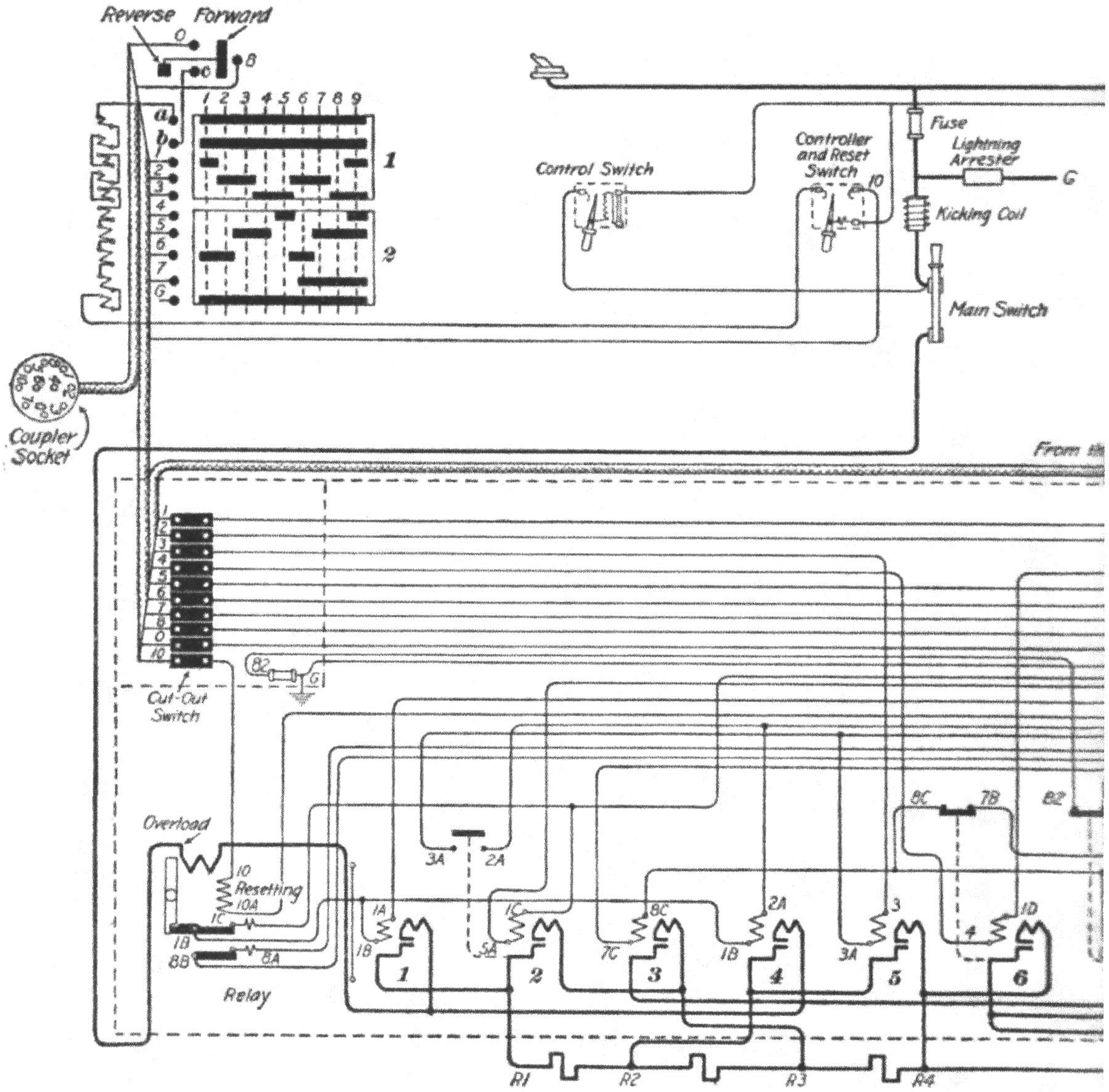


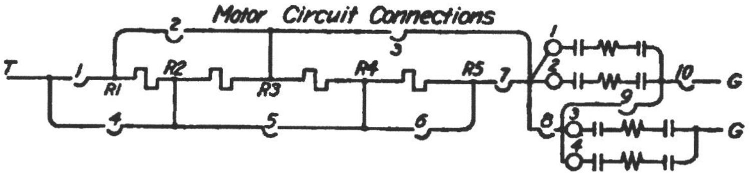
Contactor Box

The contactors conform in design to the general type used for several years by the General Electric Company, but they are greatly improved in detail. A powerful magnet operates an arm fitted with a removable copper tip, which makes contact with a stationary tip. A box or chute of arc-resisting, insulating material surrounds the two tips, and a powerful magnetic blow-out is provided for disrupting the arc. The rolling motion which is imparted to the contact tips just after they touch is an advantageous feature, because in the final position clean surfaces are brought together. A heavy spring insures ample contact pressure for carrying the current and also forces the contact arm to snap out in opening the circuit when the operating magnet is de-energized. The contact pressure obtained is about four times that of the finger pressure in an ordinary cylinder controller of the same capacity and is applied instantaneously.

One of the principal improvements in these contactors is the form of magnetic blow-out and its accessories. The arc chute has a longer and deeper opening, and curved metal horns projecting from the contact tips are provided to allow the arc to be greatly extended without coming in contact with the insulating material. Through this means a single contactor is able to break repeatedly currents of several thousand amperes without excessive burning. Because of the peculiar design of the arc chutes, the arc is also forced to the center, preventing destructive burning of the sides. Owing to their exceptional arc-breaking capacity, only a small number of contactors are required, and the function of the circuit-breaker is performed by the overload relay opening the circuit to the contactor magnet coils. The various switches included in the equipment are the reset switch for again establishing connections in the control circuit after the overload relay has operated, a small cylindrical cut-out switch for cutting out one car in a train, motor cut-out switches and the master controller switch.

TYPE MK CONTROL


Reverse
Forward
1 2 3 4 5 6 7 8 9
a
b
1
2
Coupler Socket
Control Switch
Controller and Reset Switch
Fuse
Lightning Arrester
G
Kicking Coil
Main Switch
From th
Cut-Out Switch
Overload
Resetting
Relay
R1
R2
R3
R4


Motor Circuit Connections
T
G
G

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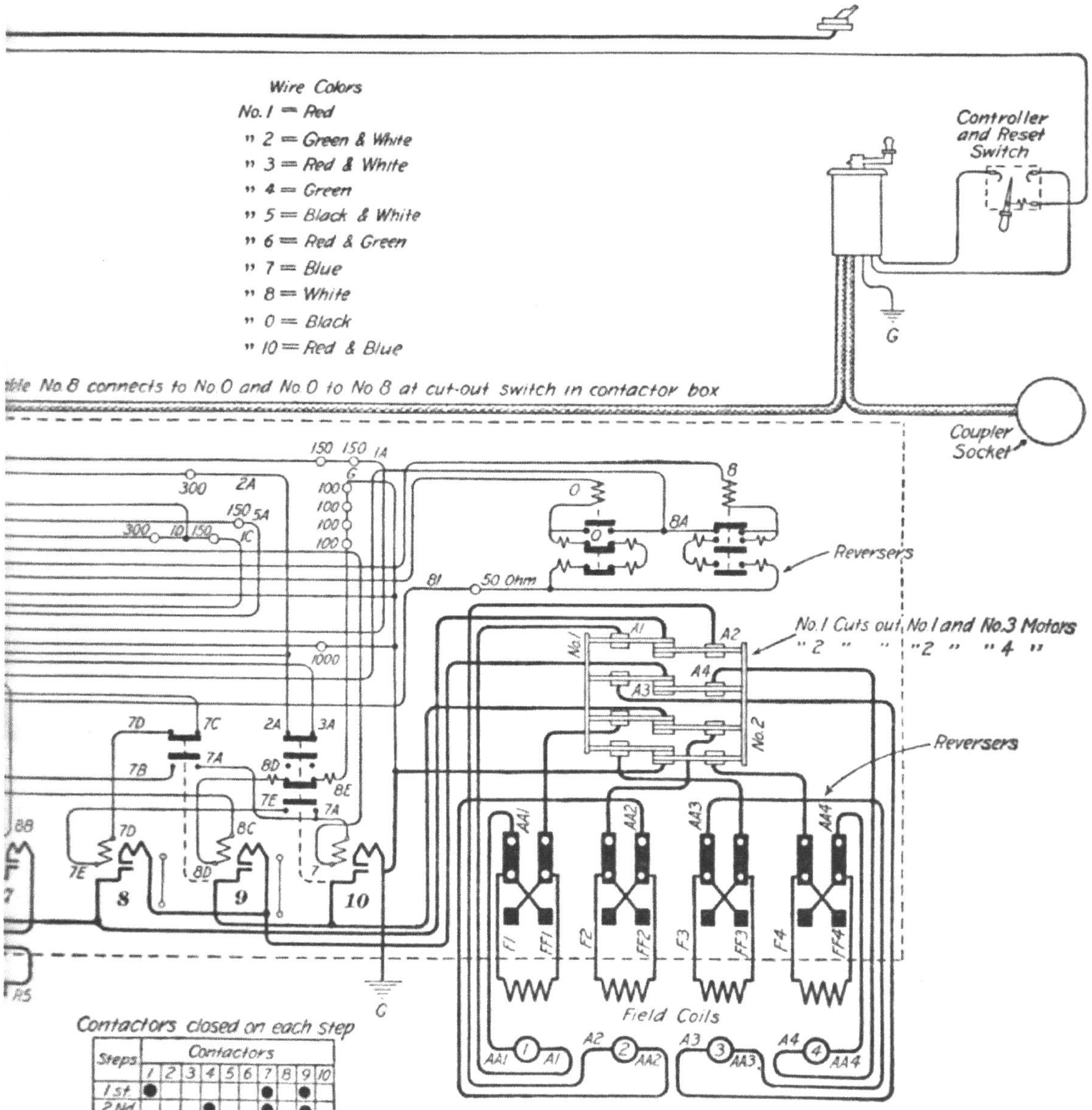
Wire Colors
No. 1 = Red
" 2 = Green & White
" 3 = Red & White
" 4 = Green
" 5 = Black & White
" 6 = Red & Green
" 7 = Blue
" 8 = White
" 0 = Black
" 10 = Red & Blue
ble No. 8 connects to No. 0 and No. 0 to No. 8 at cut-out switch in contactor box
Controller and Reset Switch
G
Coupler Socket
150
150
1A
G
300
2A
150
5A
1C
300
10
150
100
100
100
100
O
8
8A
O
Reversers
81
50 Ohm
No. 1 Cuts out No. 1 and No. 3 Motors
" 2 " " " 2 " " 4 "
No. 1
A1
A2
A4
A3
No. 2
1000
7D
7C
2A
3A
7B
7A
8D
8E
7E
7A
88
7D
8C
7E
8D
7
8
9
10
R5
G
Reversers
AA1
AA2
AA3
AA4
F1
FF1
F2
FF2
F3
FF3
F4
FF4
Field Coils
AA1
1
A1
A2
2
AA2
A3
3
AA3
A4
4
AA4

Contactors closed on each step

Steps	Contactors									
	1	2	3	4	5	6	7	8	9	10
1 st.	●						●		●	
2 Nd.				●			●		●	
3 Rd.		●		●			●		●	
4 Th.		●		●	●		●		●	
5 Th.				●	●	●	●		●	
				●			●			●
6 Th.			●	●			●	●		●
7 Th.		●	●	●			●	●		●
8 Th.		●	●	●	●		●	●		●
9 Th.	●	●	●	●	●	●	●	●		●

IG. 12

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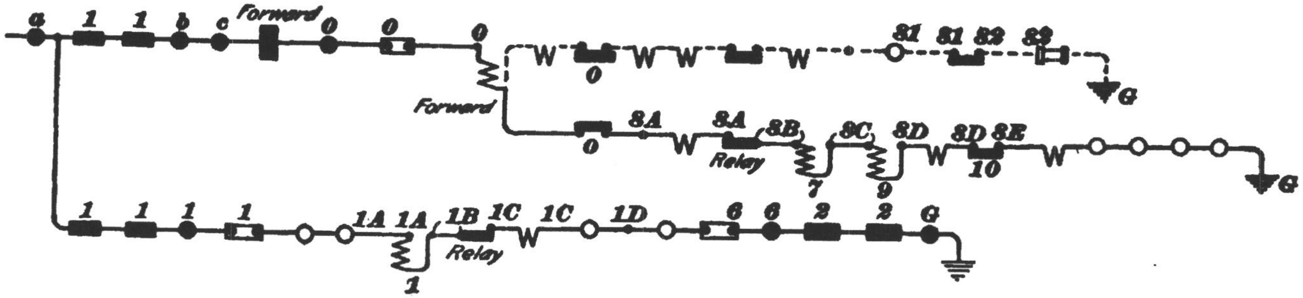
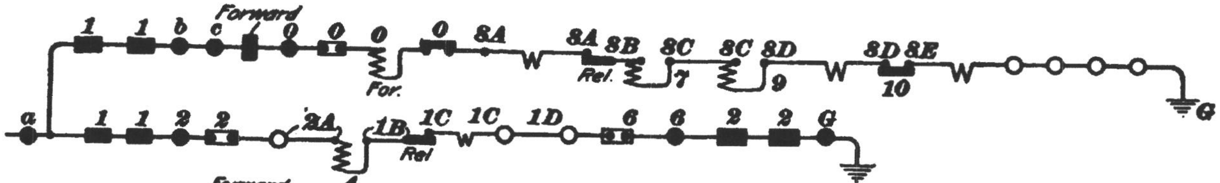
AVERY®
POLY VU

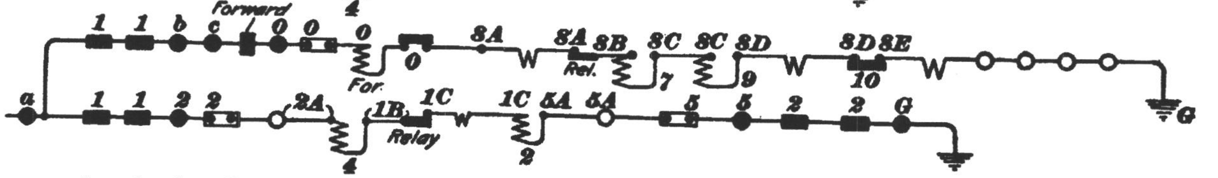
Step 1.
Contactors
1-7-9


a
1
1
b
c
Forward
0
0
0
Forward
W
0
W
W
W
S1
S1
S2
S2
G
0
8A
8A
Relay
8B
7
8C
9
8D
W
8D
10
8E
W
G
1
1
1
1
1A
1A
1
1B
Relay
1C
W
1C
1D
6
6
2
2
G

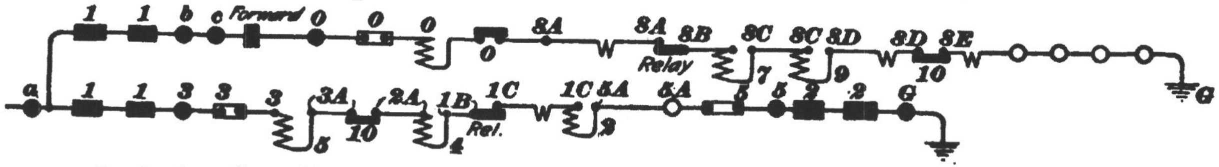
Step 2.
Contactors
4-7-9


1
1
b
c
Forward
0
0
0
For.
0
8A
W
8A
8B
Rel.
8C
7
8C
8D
9
W
8D
10
8E
W
G
a
1
1
2
2
2A
4
1B
Rel
1C
W
1C
1D
6
6
2
2
G

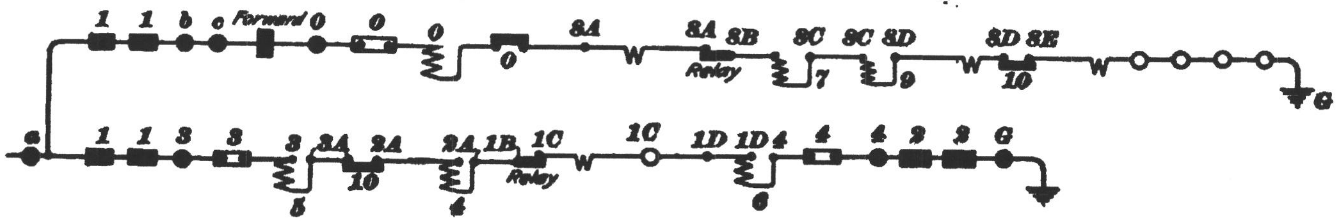
Step 3.
Contactors
2-4-7-9


1
1
b
c
Forward
0
0
0
For.
0
8A
W
8A
8B
Rel.
8C
7
8C
8D
9
W
8D
10
8E
W
G
a
1
1
2
2
2A
4
1B
Relay
1C
W
1C
2
5A
5A
5
5
2
2
G

Step 4
Contactors
2-4-5-7-9


1
1
b
c
Forward
0
0
0
0
8A
W
8A
8B
Relay
8C
7
8C
8D
9
W
8D
10
8E
W
G
a
1
1
3
3
3
5
3A
10
2A
4
1B
Rel.
1C
W
1C
2
5A
5A
5
5
2
2
G

Step 5.
Contactors
4-5-6-7-9


1
1
b
c
Forward
0
0
0
0
8A
W
8A
8B
Relay
8C
7
8C
8D
9
W
8D
10
8E
W
G
a
1
1
3
3
3
5
3A
2A
10
2A
4
1B
1C
Relay
W
1C
1D
1D
6
4
4
4
3
3
G

1
1
b
c
Forward
0
0
0
0
8A
8A
W
Relay
8B
8C
8C
8D
W
8D
8E
W

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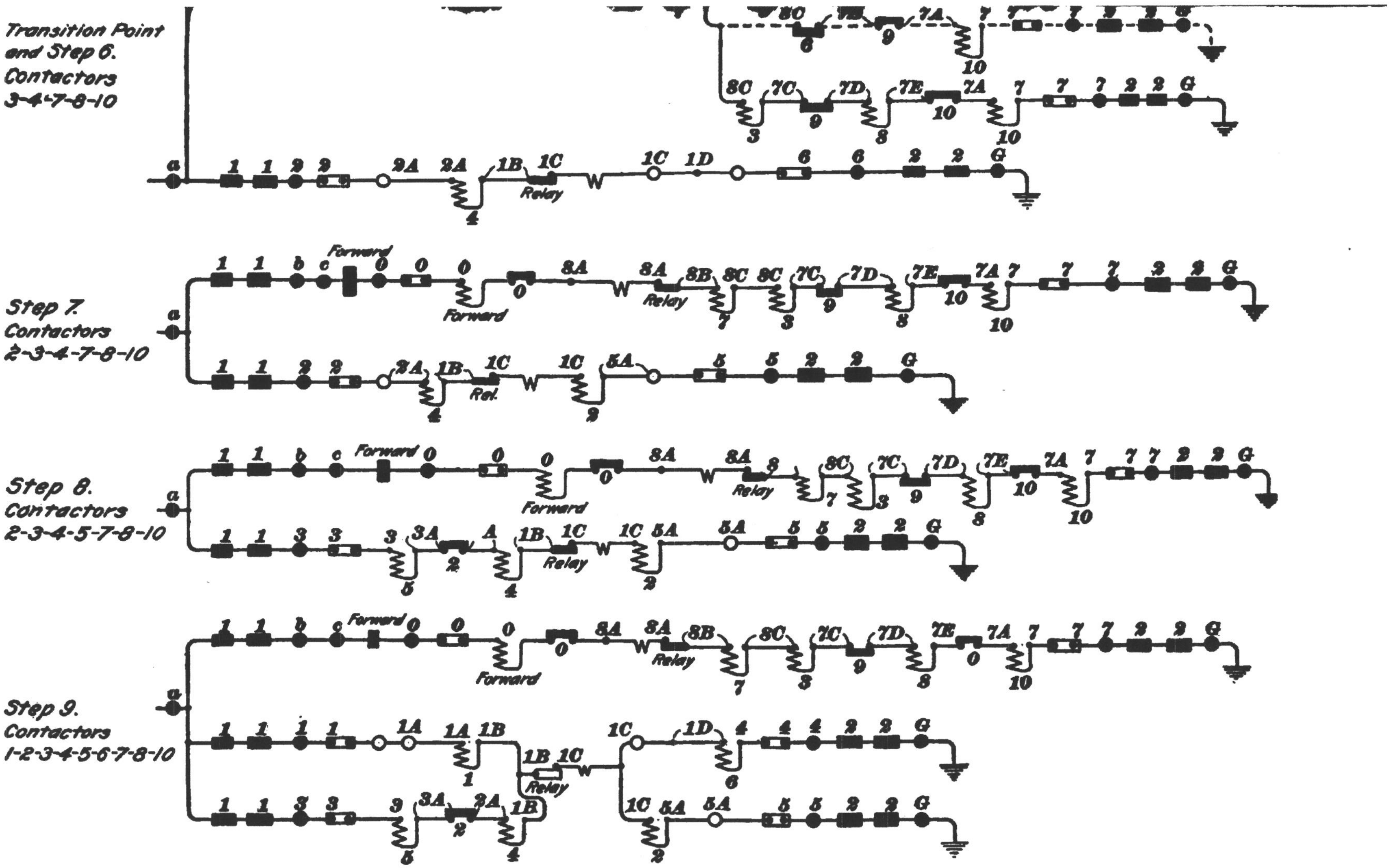
Transition Point and Step 6.
Contactors 3-4-7-8-10
Relay
Step 7.
Contactors 2-3-4-7-8-10
Forward
Relay
Rel.
Step 8.
Contactors 2-3-4-5-7-8-10
Forward
Relay
Step 9.
Contactors 1-2-3-4-5-6-7-8-10
Forward
Relay
a
G

FIG. 13

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ICS 1915

CAR-WIRING DIAGRAM

23. In Fig. 12 is shown a car-wiring diagram for a multiple-unit system with hand-operated control (the Sprague-General Electric type M K). The diagram shows connections for a large car that is usually operated singly, but which, if desired, may form part of a train. At starting, the acceleration of the car depends on the time taken by the operator to move the controller handle through the different steps.

The wires for the control circuit are indicated by light lines and for the motor circuit by heavy lines. The small open circles located in the control circuits indicate resistors and the numbers near the circles indicate the resistances in ohms. One end of the control circuit is connected to the upper contact

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24. Control Circuits.—In Fig. 13 are indicated the paths of the control currents through the circuits formed when the controller is moved through the steps. The devices, such as controller fingers, operating coils, interlocks, resistors, etc., in Figs. 12 and 13, are indicated in a similar manner. Each path, indicated in Fig. 13, should be traced on Fig. 12.

On the first step, Fig. 13, the control current passes through No. *1* casting of the controller, the forward segment of the controller reverse switch, the forward operating coil *0* of the reverser, the two lower interlocks attached to coil *0* and to ground. The operating coil immediately causes the two lower interlocks to open, the upper interlock to close, and the path is then indicated by the lower connections from the forward operating coil of the reverser. Contactors *7* and *9* of this path are closed. Another path is through wire *1*, contactor *1*, and wire *6*. Contactors *1*, *7*, and *9* are active.

When tracing the steps, the positions of the interlocks of the active contactors should be noted. In Fig. 12, the positions of the interlocks when the contactors are inactive are indicated. In Fig. 13, the interlocks are numbered the same as the contactors to which they are attached, as interlock *10* of the first step.

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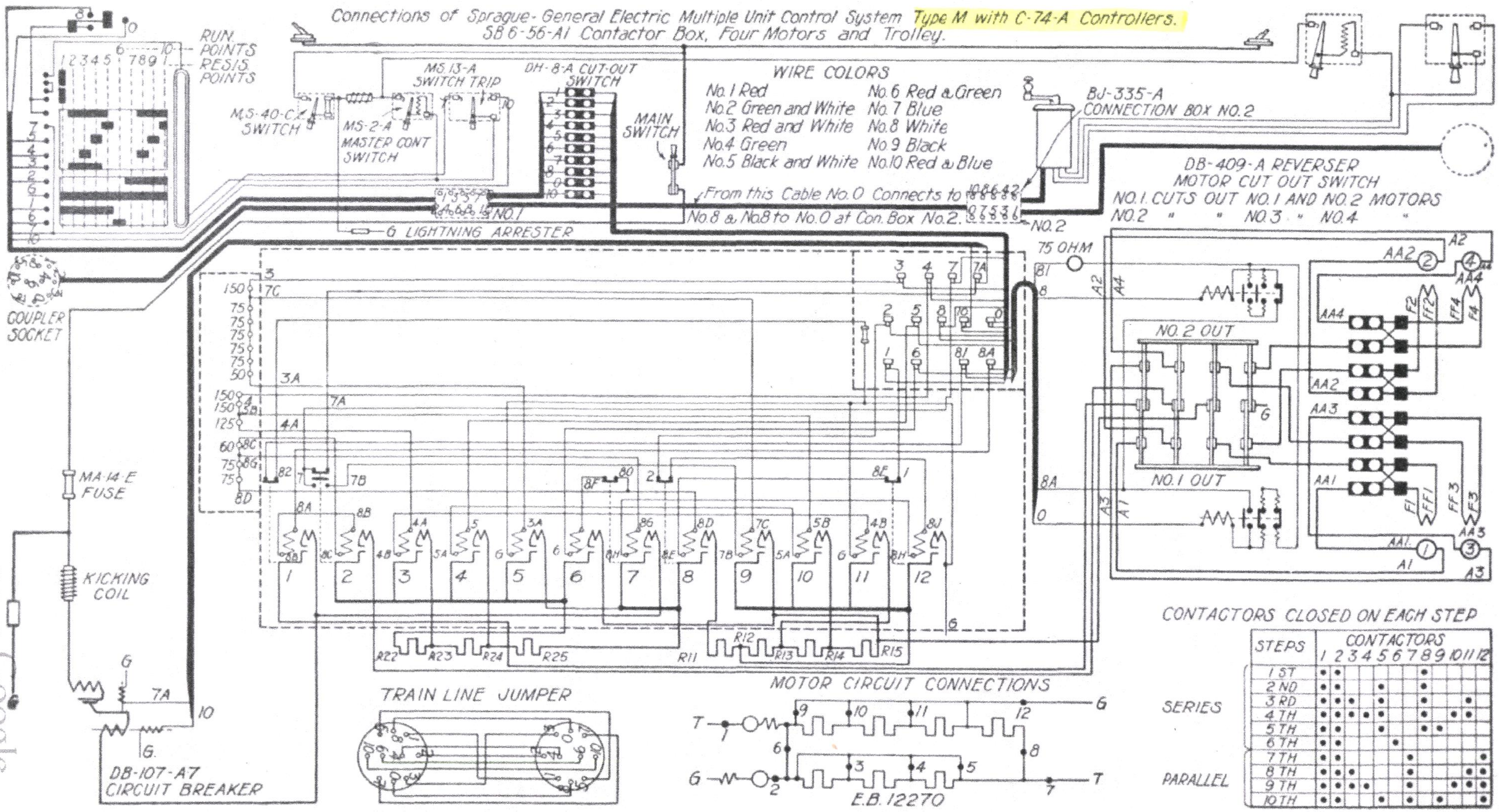

Connections of Sprague-General Electric Multiple Unit Control System Type M with C-74-A Controllers.
SB 6-56-A1 Contactor Box, Four Motors and Trolley.
RUN POINTS
RESIS. POINTS
1 2 3 4 5 6 7 8 9 10
M.S-40-C SWITCH
MS.13-A SWITCH TRIP
MS-2-A MASTER CONT SWITCH
DH-8-A CUT-OUT SWITCH
MAIN SWITCH
WIRE COLORS
No.1 Red
No.2 Green and White
No.3 Red and White
No.4 Green
No.5 Black and White
No.6 Red & Green
No.7 Blue
No.8 White
No.9 Black
No.10 Red & Blue
BJ-335-A CONNECTION BOX NO.2
From this Cable No.0 Connects to No.8 & No.8 to No.0 at Con. Box No.2.
NO.1
NO.2
G LIGHTNING ARRESTER
DB-409-A REVERSER MOTOR CUT OUT SWITCH
NO.1 CUTS OUT NO.1 AND NO.2 MOTORS
NO.2 " " NO.3 " NO.4 "
75 OHM
NO.2 OUT
NO.1 OUT
COUPLER SOCKET
MA-14-E FUSE
KICKING COIL
DB-107-A7 CIRCUIT BREAKER
TRAIN LINE JUMPER
MOTOR CIRCUIT CONNECTIONS
E.B. 12270
R22 R23 R24 R25 R11 R12 R13 R14 R15
AA1 AA2 AA3 AA4 A1 A2 A3 A4 F1 FF1 F2 FF2 F3 FF3 F4 FF4
CONTACTORS CLOSED ON EACH STEP
SERIES
PARALLEL

STEPS	CONTACTORS 1	2	3	4	5	6	7	8	9	10	11	12
1 ST	●	●						●				
2 ND	●	●			●			●				
3 RD	●	●	●		●			●			●	
4 TH	●	●	●	●	●			●		●	●	
5 TH	●	●			●			●	●			
6 TH	●	●				●						
7 TH	●	●					●					●
8 TH	●	●	●				●				●	●
9 TH	●	●	●	●			●			●	●	●
10 TH	●	●			●		●		●			●

Fig. 58. Wiring for Diagram Sprague-General Electric Non-Automatic Control

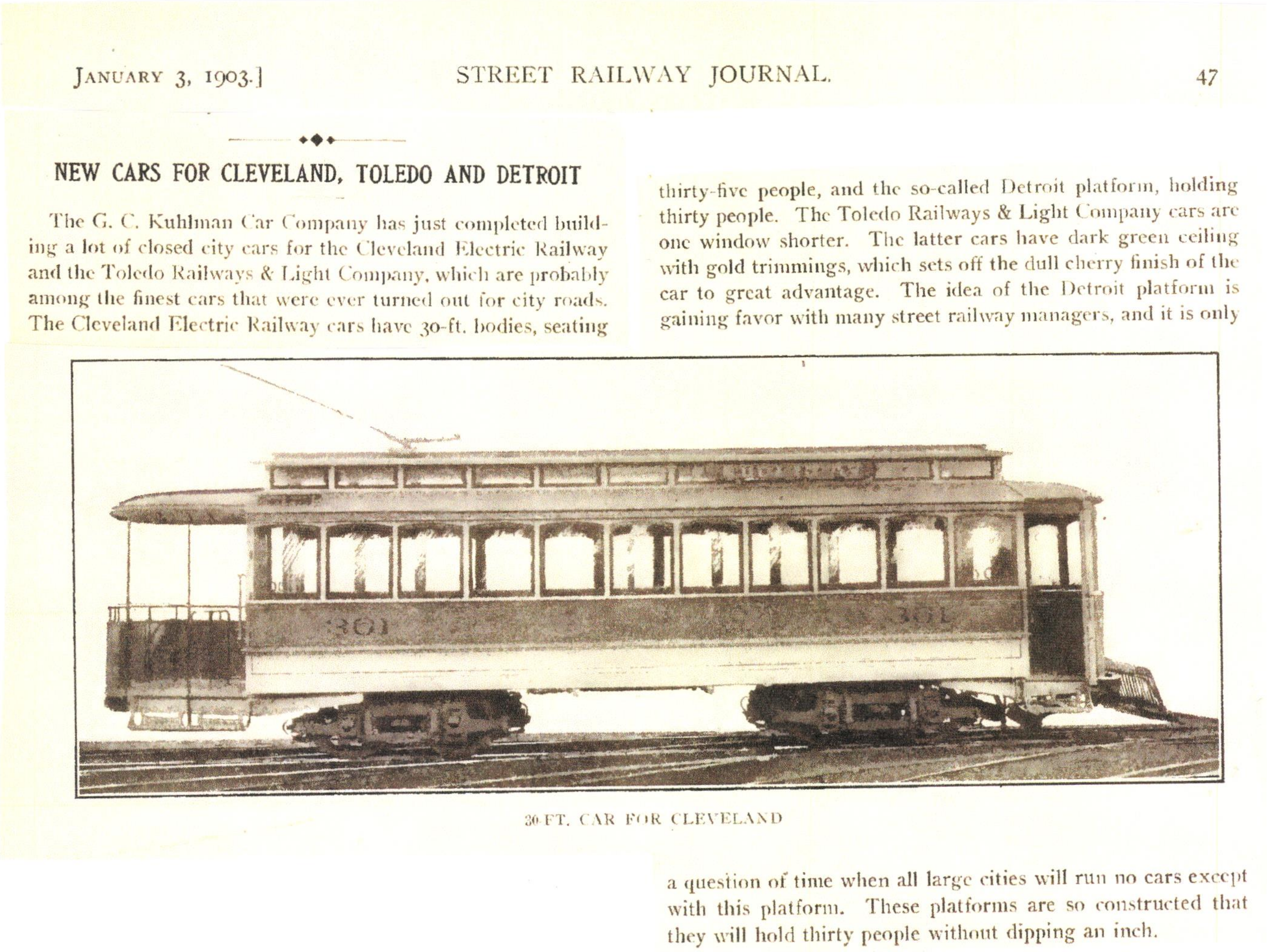
Mpls. Anoka & Cuyuna Range Ry.

Ex Cleveland Cars 3, 4 and 6

Cleveland City Railway 350-369 were built by Kuhlman Car Co. during 1902 under their order number 197. 30 ft. long over the body; equipped with Brill 27-F trucks, two Westinghouse 56 motors (60 h.p. each) and one K-11 controller. Refer to January 3, 1903 Street Railway Journal article.

These cars were rebuilt during 1910 by the Kuhlman Car Co. and the Cleveland Electric Railway. Refer to the November 5, 1910 Electric Railway Journal article. They had lengthened front platforms, double folding doors and manual operating mechanism. Some of the cars were renumbered in the 21-30 series. Some cars were sold in 1923 to the Northern Indiana Railway which either reconditioned or rebuilt their cars. This involved the platform doors Two photos of the Northern Indiana Ry. cars are included. So far we haven't seen any photos of the MACR cars.

CCR	CER	Disposition
350		
351	21	NIRy 224
352		
353	22	NIRy 222
354		
355	23	MACR 3 1915
356		
357	24	NIRy 225
358		
359	26	NIRy 226
360		
361	27	NIRy 221
362		
363	28	NIRy 223
364		
365	29	MACR 4 1915
366		
367	30	NIRy 227
368		
369		MACR 6 1916



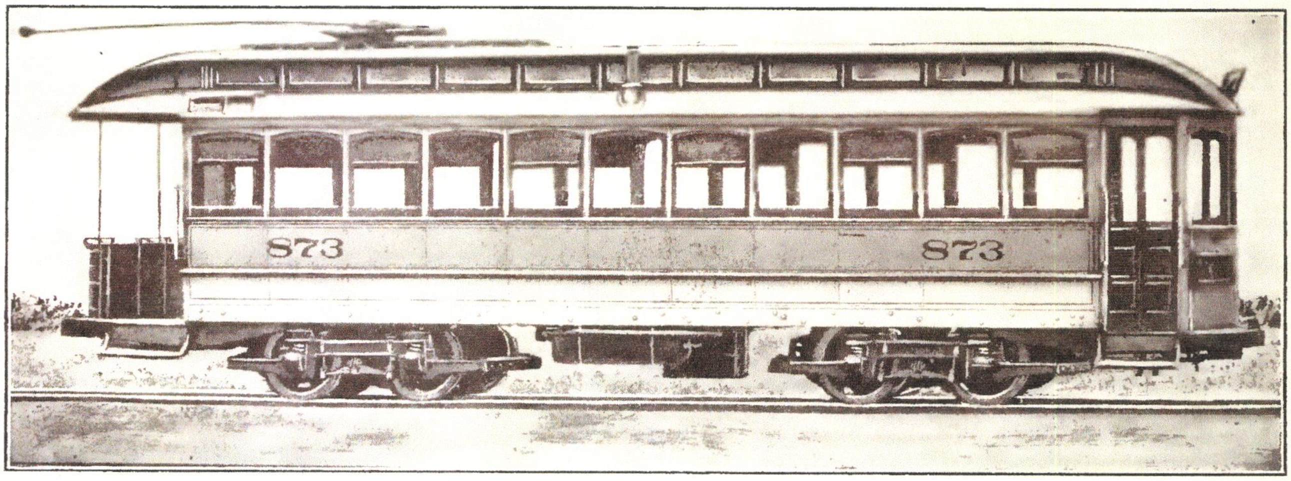
NEW CARS FOR CLEVELAND, TOLEDO AND DETROIT

The G. C. Kuhlman Car Company has just completed building a lot of closed city cars for the Cleveland Electric Railway and the Toledo Railways & Light Company, which are probably among the finest cars that were ever turned out for city roads. The Cleveland Electric Railway cars have 30-ft. bodies, seating thirty-five people, and the so-called Detroit platform, holding thirty people. The Toledo Railways & Light Company cars are one window shorter. The latter cars have dark green ceiling with gold trimmings, which sets off the dull cherry finish of the car to great advantage. The idea of the Detroit platform is gaining favor with many street railway managers, and it is only a question of time when all large cities will run no cars except with this platform. These platforms are so constructed that they will hold thirty people without dipping an inch.

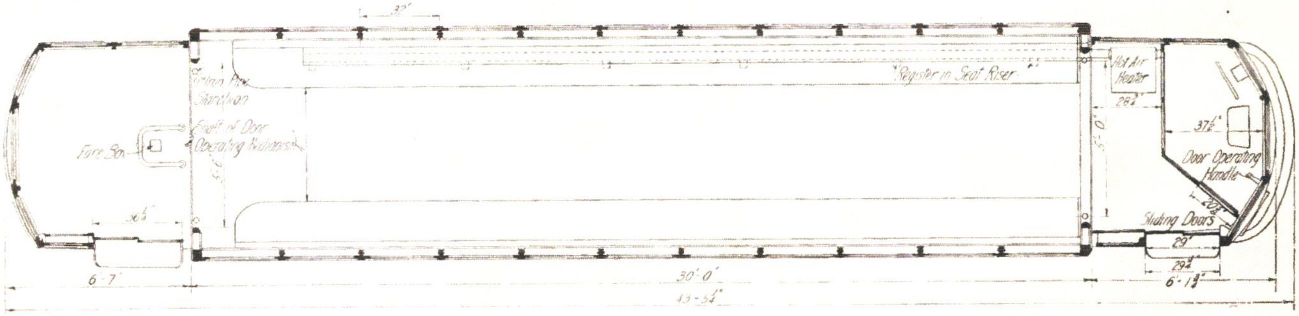
30 FT. CAR FOR CLEVELAND

PAY-WITHIN CARS IN CLEVELAND

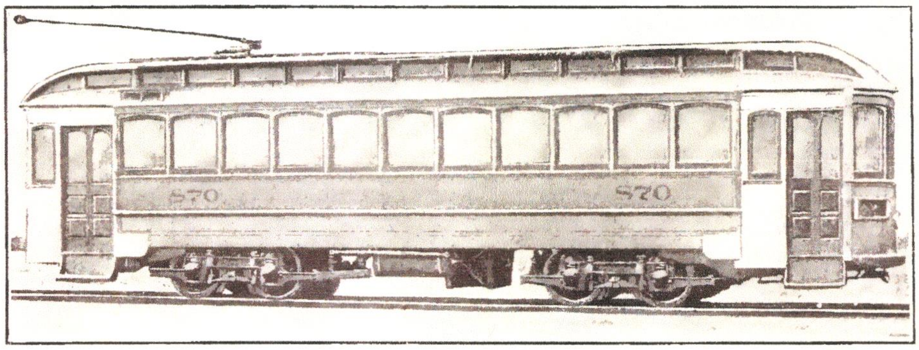
The Cleveland Railway is rebuilding 300 of its double-truck, single-end closed cars with 28-ft. and 30-ft. bodies for pay-within operation under license from the Pay-Within Car Company. Fifty of the cars are to be fitted with collapsible sliding doors over the steps operated manually by a mechanism designed and patented by Terrance Scullin, master mechanic of the railway company. The remaining 250 cars will be fitted with double folding doors and manual operating mechanism furnished by the Pay-Within Car Company. Ten cars with sliding doors and 50 cars with folding doors were rebuilt by the G. C. Kuhlman Car Company, Cleveland; the other cars are being rebuilt in the railway company's shops at the rate of eight or ten a week. As fast as the cars are turned out of the shops they are being put in service.



Cleveland Pay-Within Cars—Type of Car Rebuilt



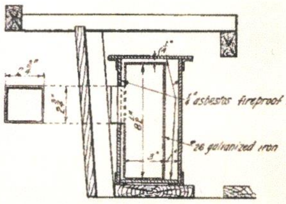
Cleveland Pay-Within Cars—Floor Plan of Car with Sliding Doors



Cleveland Pay-Within Cars—Rebuilt with Sliding Doors

The bodies of these old cars were only 7 ft. 5 in. wide over side sills and they were furnished with longitudinal seats. Only minor alterations in the car bodies were required to adapt them for pay-within operation. The front and rear end bulkheads and sliding doors were removed and the body corner posts and end plates were furred out to form arched openings 5 ft. 6 in. wide. At the rear end the longitudinal seats were cut away for a distance of 13¼ in. and the corners were rounded off to facilitate entrance from the platform. Iron pipe stanchions were put in just inside the corner posts to serve as grab-handles when stepping up or down from or to the platform floor.

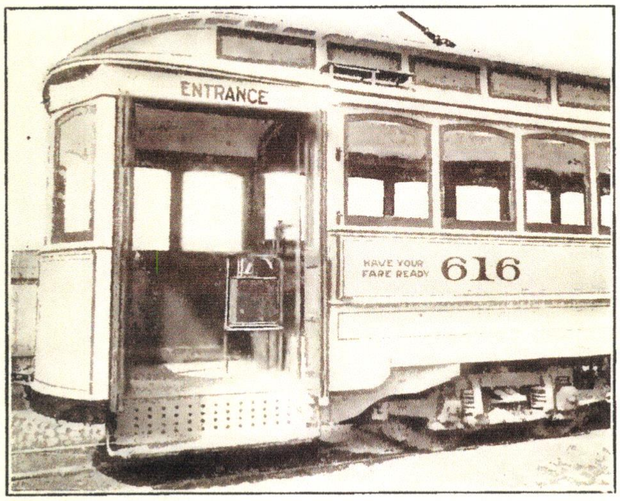
Most of the old cars had short enclosed front platforms and open rear platforms. Both platforms have been lengthened and entirely enclosed and this necessitated reinforcement of the platform underframing. The old center knees were left in place and two new knees, 2¾ in. x 7 in., were attached just outside of the old ones. The new side knees, which were also 2¾ in. x 7 in., were reinforced with 3-in. x 4-in. angles on the bottom. The rear platforms were lengthened to 6 ft. 7 in. and the front platforms to 6 ft. 10¼ in. over the bumpers. The motorman's vestibule on the front is formed by a glass and wood partition. Between the partition and the end of the car body on the left-hand side is placed a Peter Smith hot-air heater. On the rear platform is mounted a fare box surrounded on three sides by a pipe railing. The conductor stands inside the car facing the fare box.



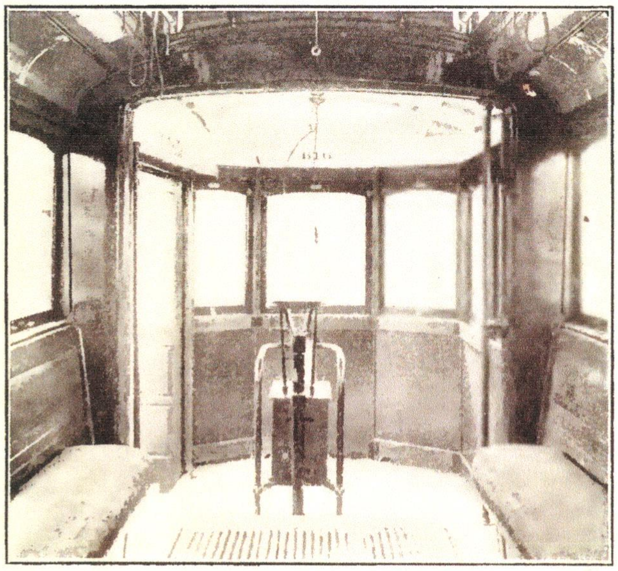
Hot Air Duct Under Seats

On the cars equipped with sliding doors the entrance opening is 36¼ in. wide and the exit opening on the front platform is 29 in. wide. The cars with folding doors have an entrance opening 48 in. wide, and the doors fold outwardly in pairs. The entrance and exit steps are stationary for both types of doors. The Cleveland Railway did not believe that the complication of apparatus and the extra weight and expense of folding steps was warranted, as no trouble had been experienced in the past from attempts to board moving cars with doors closed.

The operating mechanism is very similar for both types of doors. A crank on the upper end of a vertical rod which projects down through the floor is turned by the motorman or conductor, as the case may be. This motion is imparted to the doors through a series of rods, levers and bell cranks under the platform floor and across the top of the door openings. The conductor's operating stand is immediately in front of the fare box and the motorman's handle is mounted on the front of the vestibule just to the right of the air-brake valve.



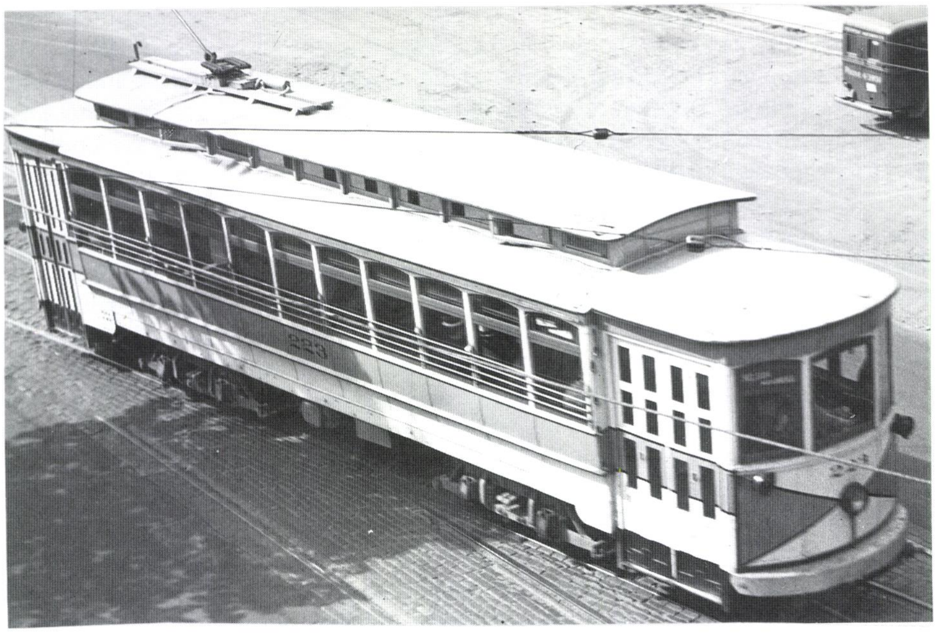
Cleveland Pay-Within Cars—Rear Platform with Folding Doors

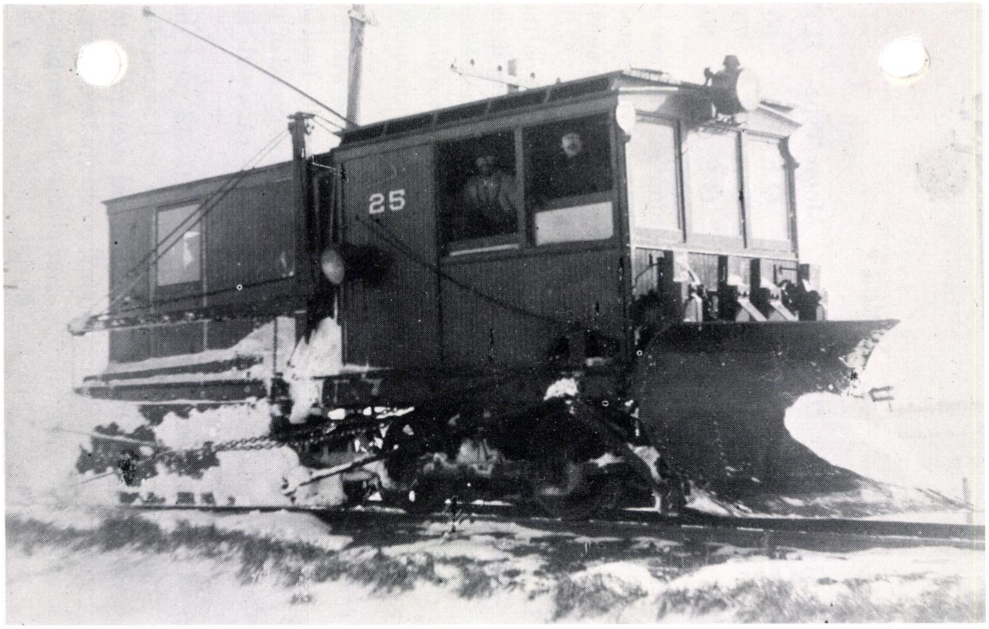


Cleveland Pay-Within Cars—Rear Platform Showing Fare Box and Control Stand

The heater, which is mounted on the front platform, is connected to a hot-air duct, 3 in. x 8½ in., built under the left-hand longitudinal seat. Six registers in the seat riser admit the warm air into the body of the car.

223
CADBURY'S GARAGE





1909

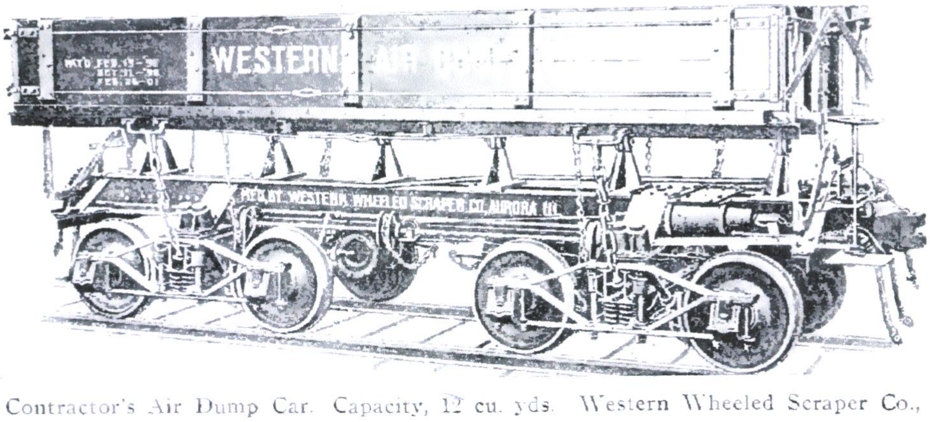

PAT'D FEB. 13-'06
OCT. 31-'06
FEB. 26-'01
WESTERN AIR DUMP
MFD. BY WESTERN WHEELED SCRAPER CO. AURORA ILL

Fig. 95a. Contractor's Air Dump Car. Capacity, 12 cu. yds. Western Wheeled Scraper Co., Builders.

MINNEAPOLIS ANOKA & CUYUNA RANGE RAILWAY

RECEIVER'S NUMBERING 1926

100	Electric Locomotive
101	Gondola Trailer
102	Flat Trailer
103	Flat Trailer retired 1926
104	Flat Trailer returned to seller 1918
1st105	Side-Dump Trailer (ex #2)
2nd105	Freight Motor (ex #5)
110	?
111	?
112	Side-Dump Trailer (ex 1st105, ex #2)
113	Snow Plow (ex TCRT #25)
1st114	Work Car (ex Snow Plow #1 damaged in accident 1917)
2nd114	Side-Dump Trailer (ex #112, ex 1st105, ex #2)

Thus Side-Dump Trailer #2 received three re-numberings:
1st 105
112
2nd 114

The Receiver made a complete inspection and analysis of the property during 1926. His "Receiver's Notebook", a thick post-binder of orginal documents supporting each Road & Equipment Account is located in the Great Northern Ry. archives at the Minnesota Historical Society.

The equipment cost analysis figures were taken from this notebook.

Minneapolis Anoka & Cuyuna Range Ry.
Receiver's Notebook
1926-1930

Motor Buses

Included was correspondence of A. A. Kranhold, General Superintendent, with the State of Minnesota pertaining to bus licenses and taxes.

The MA&CR purchased two buses from Joy Bros. Motor Car Co., 192-196 Pleasant Ave., St. Paul. These were Packard truck chasses (4 cyl. engine) with Ekland Bros. bodies. They were operated from December 1919 through November 1920. (This must be the operation on West River Road from Camden Place to Anoka.) The buses were noisy and uncomfortable; the operation was unprofitable.

Bus "A" had 13 seats for 15 passengers. Dismantled in late 1920. On or before 6-30-1921 the chassis was sold to the Central Warehouse Co. and the body re-sold to Joy Bros. Motor Car Co.

The purchase agreement with Joy Bros. Motor Car Co. for Bus "B" was included. Dated 1-2-1920 it covered one 1919 Packard Model 2E, motor #175815; 4 cylinder engine, two-ton rating, seated 20 passengers, and weighed 5100 lbs. Cost was truck $4500 plus body $1650, total $6150. However in one of Kranhold's letters he states the purchase price was $7,000 plus additions of $252.70, for a total cost of $7,252.70. After the end of operation the bus was dismantled and stored. It was offered for sale in Anoka from 1-1-1921 thru 1-1-1926. Apparently prospective buyers were fearful of being charged back license fees and taxes. At the receiver's instruction Kranhold was in the process of getting necessary approvals from the state. Apparently the situation was eventually resolved and a buyer found for the chassis, to be used as truck.

MINNEAPOLIS ANOKA & CUYUNA RANGE RAILROAD

1929 -1966

MINNEAPOLIS ANOKA & CUYUNA RANGE RAILROAD

MINNEAPOLIS ANOKA & CUYUNA RANGE RAILROAD

GENERAL HISTORY

W. D. Lovell
1929-1943

On 8-20-1929 the MA&CR **Railway** was purchased by W. D. Lovell for $35,000. Mr. Lovell personally purchased the right, title and interest in the railway property at public auction. The Minneapolis Anoka & Cuyuna Range **Railroad** was incorporated in Delaware 11-14-1929 (recorded 11-15-1929). The corporation was authorized to do business in Minnesota 11-14-1929 (there was also a second certificate dated 11-29-1929). There were four directors: R. M. Thompson, President and Treasurer; M. R. Swedberg, Secretary; Andrew N. Johnson, Secretary; and Thomas E. Sands Jr.

? 12-30-29 ?

12-30-1929: T. E. Sands resigned; replaced by W. D. Lovell Jr.. R. M. Thompson resigned as Treasurer; replaced by M. R. Swedberg. K. H. Smith appointed General Superintendent. W. D. Lovell appointed Chief Engineer.

The Receiver continued to operate the property until May 1930 when the Interstate Commerce Commission approved the assignment of all rights, title and interest in the property by W. D. Lovell to the MA&CR Railroad. Offices of the railroad were located at 1415 8th St. S.E. in Minneapolis. 6-7-1930: K. H. Smith replaced A. N. Johnson as a director. 11-29-1930: directors were increased to five; W. D. Lovell was elected. Lovell became President and R. M. Thompson Vice President. Officers and directors as of 1931 were: W. D. Lovell, President and General Manager; R. M. Thompson, Vice President and Development Agent; M. R. Swedberg, Secretary and Treasurer; W. D. Lovell Jr., Engineer Maintenance of Way; and K. H. Smith, General Superintendent. E. L. Benner was Auditor.

There was a set of minutes prepared in 1931 with no date and unexecuted increasing the directors to six and electing R. T. Lovell of Long Beach, California. A stock record in the back of the corporate minute book listed: certificate #1 W. D. Lovell 393 shares, certificate #2 R. T. Lovell 1 share, and certificate #3 W. D. Lovell Jr. 1 share. Total 395 shares.

Switching over the Pillsbury Lincoln Mill spur track in Anoka had been resumed by the MA&CR R.R. However the mill itself had been idle for some time (the date of cessation of operation is unknown) and was finally dismantled during 1932. Truck, bus and automobile competition coupled with effects of the financial depression created further financial problems for the railroad. The meager revenues afforded only a minimum of maintenance of road and equipment so that the physical condition gradually deteriorated into a sadly neglected state. Numerous derailments, both freight and passenger, occurred. The road's nickname became "Old Rock and Roll".

In the summer of 1939 a tornado struck Anoka causing considerable damage, including destruction of the overhead trolley wire on Main St. Passenger cars were routed over the Lincoln Mill spur track to reach the passenger depot. The company felt that passenger revenues were insufficient to justify rebuilding the overhead and decided to abandon rail passenger service. A special directors' meeting held 8-21-1939 approved the purchase of two buses and hired William H. Olinger as Manager of Bus Line. Permission to substitute buses had been granted by the Minnesota Railroad & Warehouse Commission and the last electric cars ran 8-23-1939.

Electric freight operations continued. Revenues barely covered minimum maintenance costs. At the beginning of World War II the MA&CR was a decrepit freight-only interurban line.

W. D. Lovell

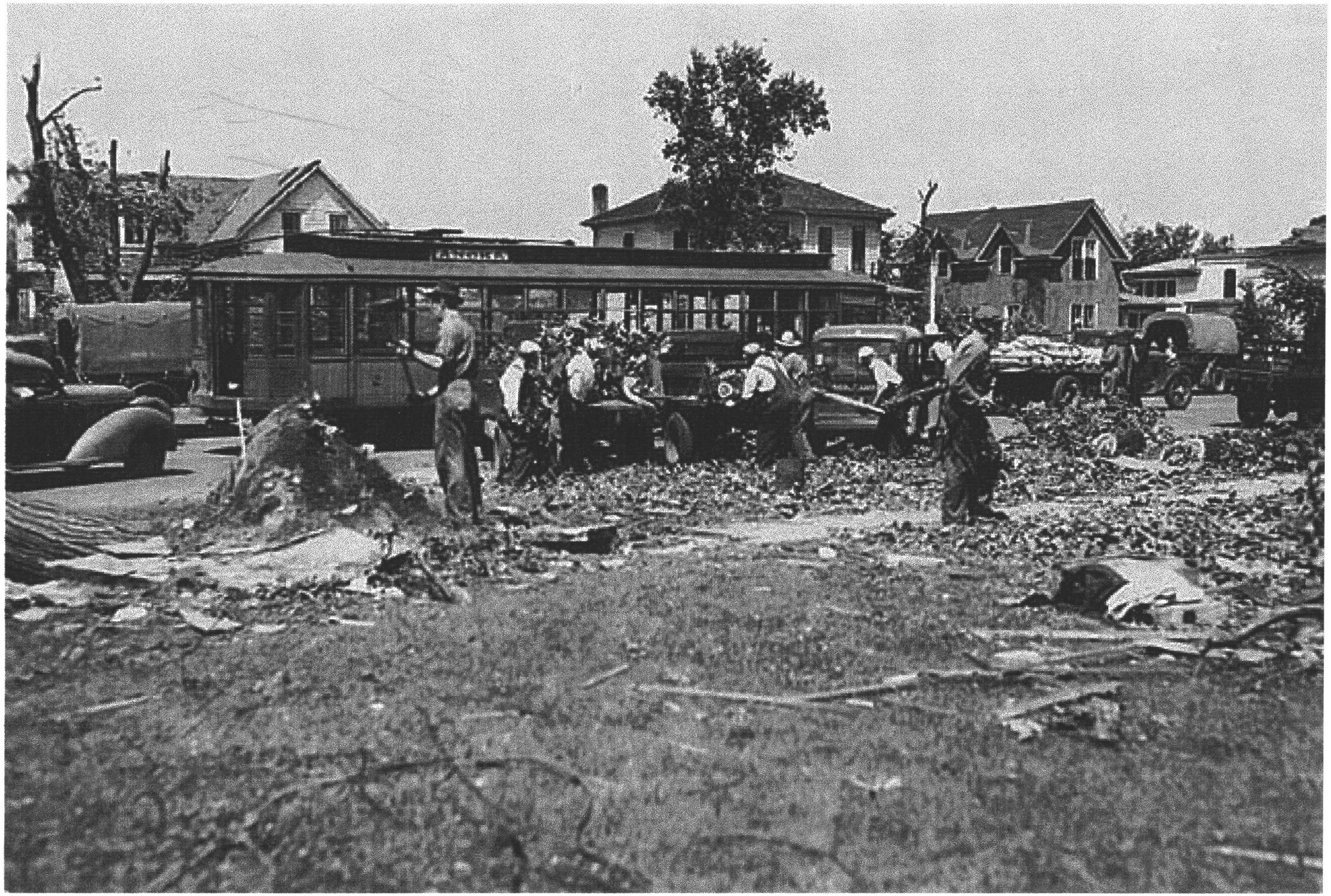
According to the ERJ September 1930 issue W. D. Lovell was a contractor and engineer.

Lincoln Mill
Anoka

Washburn Milling Co.
Built in 1880. Destroyed by fire in 1884. Rebuilt 1885.

Sold 1889 to Pillsbury-Washburn Flour Mills Company. 1910 re-organized as Pillsbury Flour Mills Company. During World War 1 switched to milling corn instead of flour. After World War 1 reconditioned to manufacture Durum products.

Most of the mill was torn down in early 1933. Milling had ended. The grain elevator and first floor remained. Used until 1939 when razed. Real estate sold 1950 to City of Anoka.



anoka tornado 6-18-39 MHS Neg # 87790 Cleanup

Is this the 330PM SB car from Anoka?

about 3:20 p.m.

MA&CR RAILROAD CO.
BALANCE SHEETS

		12/31/1930	12/31/1931	12/31/1932	12/31/1933	12/31/1934	12/31/1935	12/31/1936	12/31/1937
ASSETS									
Road & Equipment		39,778	40,582	41,122	41,153	41,528	41,528	41,528	41,528
Current Assets		16,021	19,388	16,387	11,460	12,335	11,033	15,395	15,970
Unadjusted Debits		200		89					
Total		55,999	59,970	57,598	52,613	53,863	52,561	56,923	57,498
LIABILITIES & CAPITAL									
Current Liabilities	1	52,405	56,037	55,876	10,793	12,940	10,938	15,322	21,047
Unadjusted Credits		1,472	1,299	1,597	2,310	2,066	2,837	2,819	2,590
Capital Stock	2				39,500	39,500	39,500	39,500	39,500
Surplus		2,121	2,634	125	10	(643)	(714)	(718)	(5,639)
Total		55,999	59,970	57,598	52,613	53,863	52,561	56,923	57,498
1. Loans & Bills Payable		36,538	43,682	47,634	-	2,897	2,897	2,897	2,897
2. Authorized $45,000.									

The Purchase Price was $35,000 plus Organization Expenses $3,055 plus Betterments (11-15-1929 to 2-1-1931) $12,331 for a total of $50,386. Betterments included $1,200 for the St.Paul Southern Electric Ry. Snow Plow; the remainder was mostly for cross ties and overhead poles (which the I.C.C. said should be charged to Maintenance).

MA&CR RAILROAD CO.								
INCOME & EXPENSE STATEMENTS								
	Year 1930	Year 1931	Year 1932	Year 1933	Year 1934	Year 1935	Year 1936	Year 1937
OPERATING REVENUE								
Passenger	16,762	12,680	11,793	12,433	12,338	12,102	11,582	10,579
Special Car			18	87	34	20	23	72
Mail		374	521	482	482	480	480	360
Express	6,842	6,231	3,862	3,695	3,719	4,277	4,746	4,523
Freight	30,712	26,241	23,782	21,463	21,994	21,467	22,764	22,032
Misc. Transportation								66
Other Operating	309	662	81	73	149	60	42	76
Total	56,065	46,557	40,903	39,041	39,446	39,090	40,497	38680
OPERATING EXPENSE								
Maintenance of Way & Structures	(11,759)	(9,770)	(7,077)	(5,081)	(7,447)	(6,650)	(5,797)	(7,270)
Maintenance of Equipment	(6,284)	(5,006)	(4,133)	(5,258)	(4,005)	(5,201)	(6,060)	(6,474)
Power	(5,994)	(5,985)	(5,935)	(5,719)	(5,827)	(5,701)	(6,499)	(5,697)
Transportation	(19,539)	(17,895)	(16,599)	(14,548)	(14,700)	(14,300)	(14,605)	(16,140)
Traffic	(442)	(346)	(340)	(278)	(230)	(104)	(116)	(51)
General & Miscellaneous	(7,123)	(4,378)	(6,674)	(5,501)	(5,103)	(4,370)	(5,095)	(5,554)
Total	(51,141)	(43,380)	(40,758)	(36,385)	(37,312)	(36,326)	(38,172)	(41,166)
Operating Profit (Loss)	4,924	3,177	145	2,656	2,134	2,764	2,325	(2,486)
Taxes	(2,803)	(2,664)	(2,298)	(2,243)	(2,260)	(2,306)	(2,329)	(1,907)
Interest			(356)	(528)	(528)	(528)	-	(528)
Net Profit (Loss)	2,121	513	(2,509)	(115)	(654)	(70)	(4)	(4,921)
Passengers (Regular Fare)	62,794	50,578	55,524	68,210	72,465	72,428	69,880	66,008

TRACK & OVERHEAD CONSTRUCTION

W. D. Lovell
1929-1943

A special meeting of the board of directors was held 8-29-1939. The Minnesota Railroad & Warehouse & Commission had ordered track rehabilitation for safe freight-only operation. The minutes mentioned only cross-tie renewals, equal to #1 oak or better: 15,000 before 11-1-1939, 5,000 during 1940 and 5,000 during 1941. The 1939 quantity by verbal agreement was modified to 5,000. The railroad was in such poor financial condition, "debt equal to value of the property", that the purpose of the meeting was how to borrow money to pay for the first 5,000 ties. (These corporate minutes also mentioned that "upon establishment of bus service all rail passenger service would cease". How the dilemma was resolved was not indicated.

Due to construction of a new bridge carrying the Soo Line tracks over Marshall St. N.E. in Minneapolis the MA&CR wye and connection with the Soo Line at that point had to be rebuilt during 1940. The City of Minneapolis ordered MA&CR to remove its track on 30th Ave. N.E. from Columbia Ave. to the the Mpls. St. Ry. wye within 30 days from 10-11-1940.

A consulting engineer's investigation of the property during September 1943 indicated that extensive reconstruction was necessary to keep it in operation. New ties, new rail bonds, new overhead poles, additional ballast, straightening most of the rail, and rebuilding a large fill which was eroding. However the trolley wire was found to be in good condition.

OPERATIONS

Passenger

Passenger Timetable effective 1-1-1932. Leave Anoka (all Daily): 6:30 a.m., 8:30 a.m., 11:30 a.m., 1:30 p.m., 3:40 p.m., 4:30 p.m., 6:30 p.m., and 9:30 p.m. Leave Minneapolis (all Daily): 7:45 a.m., 10:10 a.m., 1:10 p.m., 3:10 p.m., 5:10 p.m., 6:10 p.m., 8:10 p.m., and 10:55 p.m. A timetable effective in November 1935 was identical. This service was equivalent to that of the 10-7-1928 timetable.

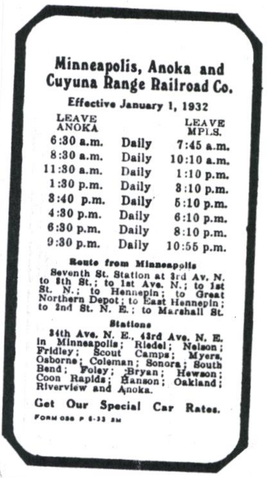
(June 17, 1939 (photographs June 18, 1939 cleanup))

After the summer 1939 tornado it was reported that the passenger cars were routed over the Lincoln Mill spur track to reach the Anoka passenger depot. This would have involved outbound backward operation without the benefit of rear platform controls the entire distance from the depot to the carhouse wye. The photograph of #2 at the shop wye loading express suggests that this practice may have been discontinued and passenger service terminated at the carhouse wye. The last electric cars ran 8-23-1939. The passenger depot in Anoka was used for a construction office during the building of a new bridge over the Rum River and was then demolished in 1942.

On 8-24-1939 MA&CR began operating two small buses on the East River Road between Minneapolis and Anoka. In May 1940 permission was received to also operate buses on the West River Road between Minneapolis and Anoka.

Freight

MA&CR Railroad resumed switching all cars over the Lincoln Mill spur track. Freight service between Minneapolis and Anoka continued as before.



Minneapolis, Anoka and Cuyuna Range Railroad Co.

Effective January 1, 1932

LEAVE ANOKA		LEAVE MPLS.
6:30 a.m.	Daily	7:45 a.m.
8:30 a.m.	Daily	10:10 a.m.
11:30 a.m.	Daily	1:10 p.m.
1:30 p.m.	Daily	3:10 p.m.
3:40 p.m.	Daily	5:10 p.m.
4:30 p.m.	Daily	6:10 p.m.
6:30 p.m.	Daily	8:10 p.m.
9:30 p.m.	Daily	10:55 p.m.

Route from Minneapolis

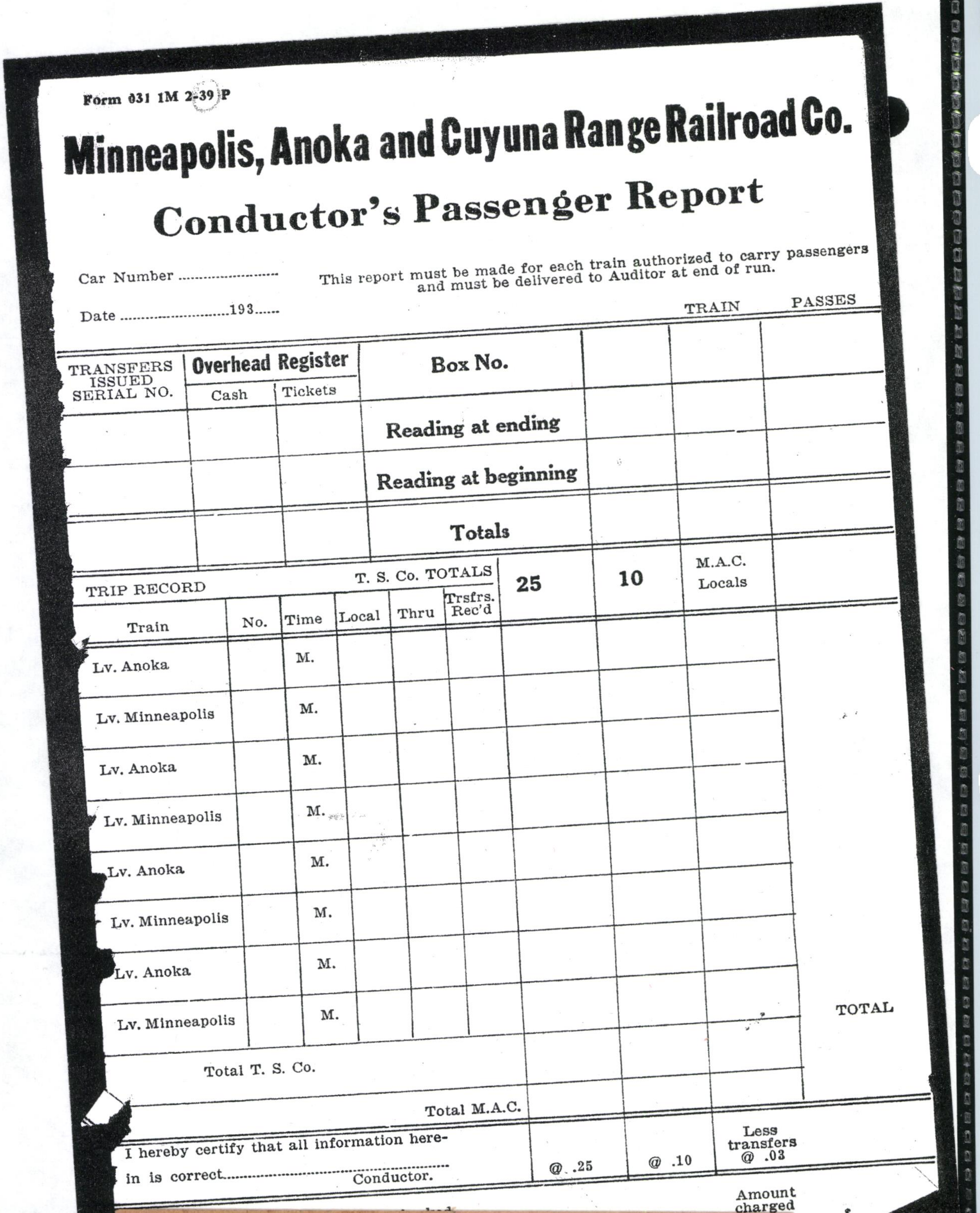
Seventh St. Station at 3rd Av. N. to 8th St.; to 1st Ave. N.; to 1st St. N.; to Hennepin; to Great Northern Depot; to East Hennepin; to 2nd St. N. E.; to Marshall St.

Stations

34th Ave. N. E., 43rd Ave. N. E. in Minneapolis; Riedel; Nelson; Fridley; Scout Camps; Myers, Osborne; Coleman; Sonora; South Bend; Foley; Bryan; Hewson; Coon Rapids; Hanson; Oakland; Riverview and Anoka.

Get Our Special Car Rates.

FORM 088 P 6-33 2M



Form 031 1M 2-39 P

Minneapolis, Anoka and Cuyuna Range Railroad Co.

Conductor's Passenger Report

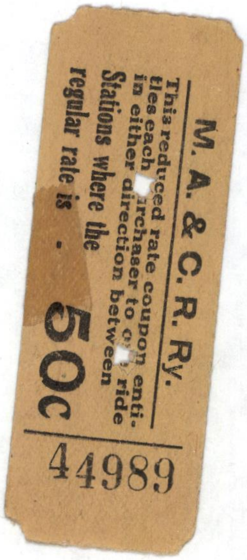
Car Number ....

This report must be made for each train authorized to carry passengers and must be delivered to Auditor at end of run.

Date ....193......

TRANSFERS ISSUED SERIAL NO.	Overhead Register Cash	Overhead Register Tickets	Box No.	TRAIN	PASSES	
			Reading at ending			
			Reading at beginning			
			Totals			

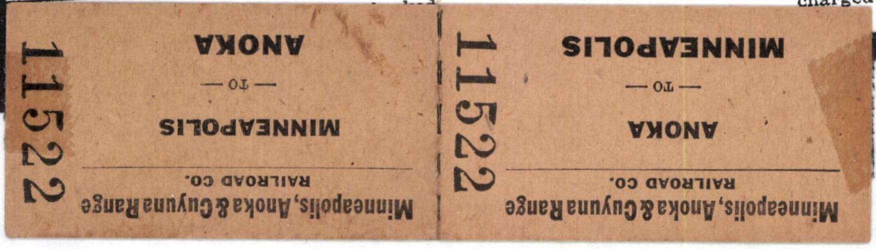
TRIP RECORD					T. S. Co. TOTALS	25	10	M.A.C. Locals	
Train	No.	Time	Local	Thru	Trsfrs. Rec'd				
Lv. Anoka		M.							
Lv. Minneapolis		M.							
Lv. Anoka		M.							
Lv. Minneapolis		M.							
Lv. Anoka		M.							
Lv. Minneapolis		M.							
Lv. Anoka		M.							
Lv. Minneapolis		M.							TOTAL
Total T. S. Co.									
					Total M.A.C.				
I hereby certify that all information herein is correct.............................. Conductor.						@ .25	@ .10	Less transfers @ .03	
								Amount charged	$



M. A. & C. R. Ry.

This reduced rate coupon entitles each purchaser to one ride in either direction between Stations where the regular rate is - **50c**

44989



11522

Minneapolis, Anoka & Cuyuna Range RAILROAD CO.

MINNEAPOLIS

—TO—

ANOKA

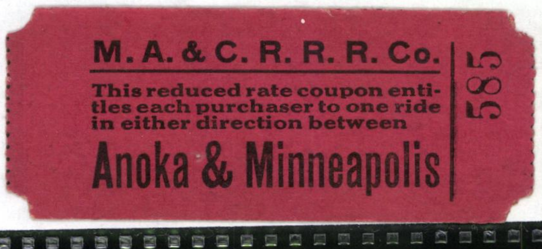
11522

Minneapolis, Anoka & Cuyuna Range RAILROAD CO.

ANOKA

—TO—

MINNEAPOLIS

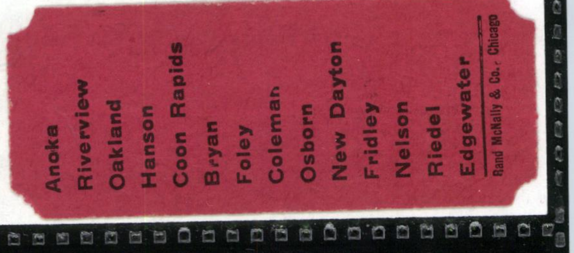


M. A. & C. R. R. R. Co.

This reduced rate coupon entitles each purchaser to one ride in either direction between

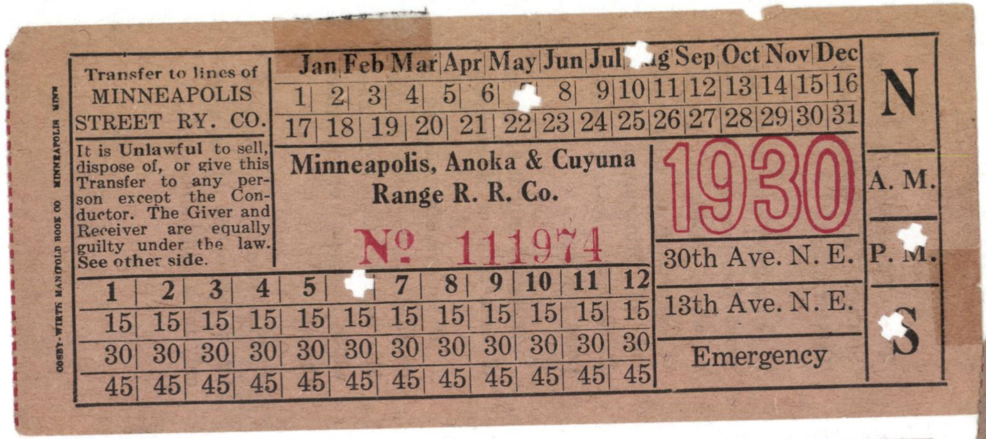
Anoka & Minneapolis

585



Anoka
Riverview
Oakland
Hanson
Coon Rapids
Bryan
Foley
Coleman
Osborn
New Dayton
Fridley
Nelson
Riedel
Edgewater

Rand McNally & Co., Chicago



COSBY-WIRTH MANIFOLD BOOK CO MINNEAPOLIS MINN

Transfer to lines of
MINNEAPOLIS
STREET RY. CO.

It is Unlawful to sell, dispose of, or give this Transfer to any person except the Conductor. The Giver and Receiver are equally guilty under the law. See other side.

Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Minneapolis, Anoka & Cuyuna
Range R. R. Co.

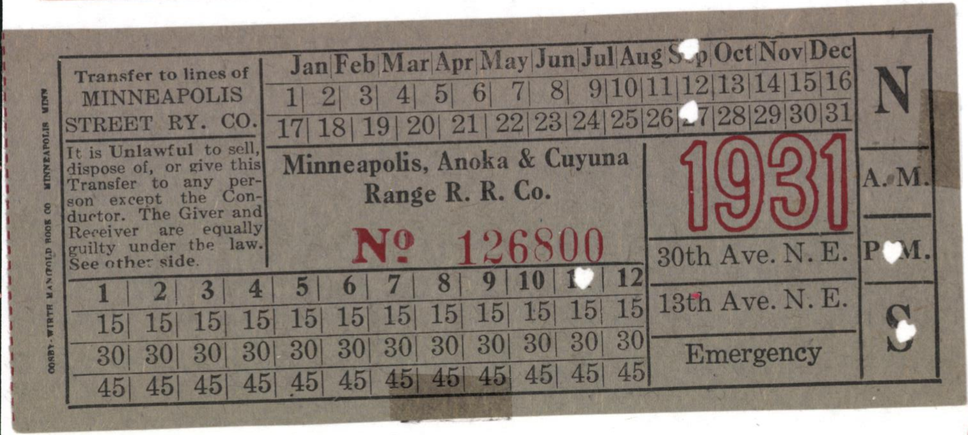
№ 111974

1930

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

30th Ave. N. E.
13th Ave. N. E.
Emergency

N
A. M.
P. M.
S



COSBY-WIRTH MANIFOLD BOOK CO MINNEAPOLIS MINN

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STREET RY. CO.

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Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Minneapolis, Anoka & Cuyuna
Range R. R. Co.

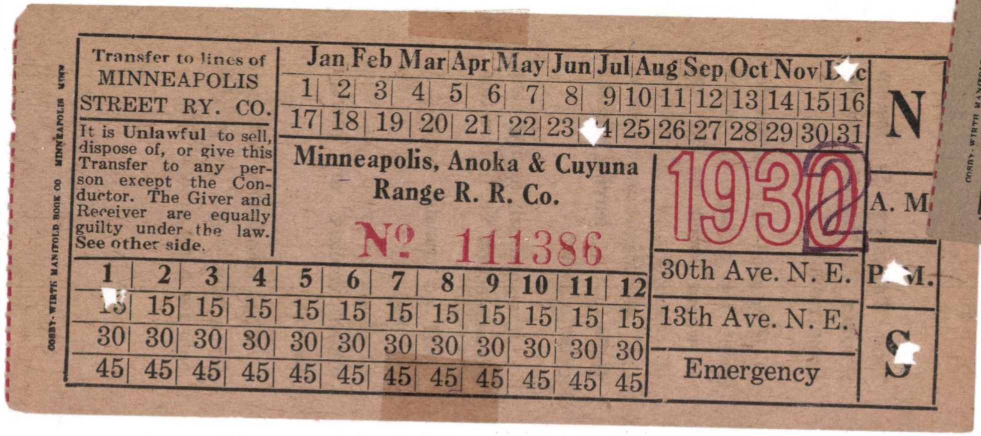
№ 126800

1931

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

30th Ave. N. E.
13th Ave. N. E.
Emergency

N
A. M.
P. M.
S



COSBY-WIRTH MANIFOLD BOOK CO MINNEAPOLIS MINN

Transfer to lines of
MINNEAPOLIS
STREET RY. CO.

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Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Minneapolis, Anoka & Cuyuna
Range R. R. Co.

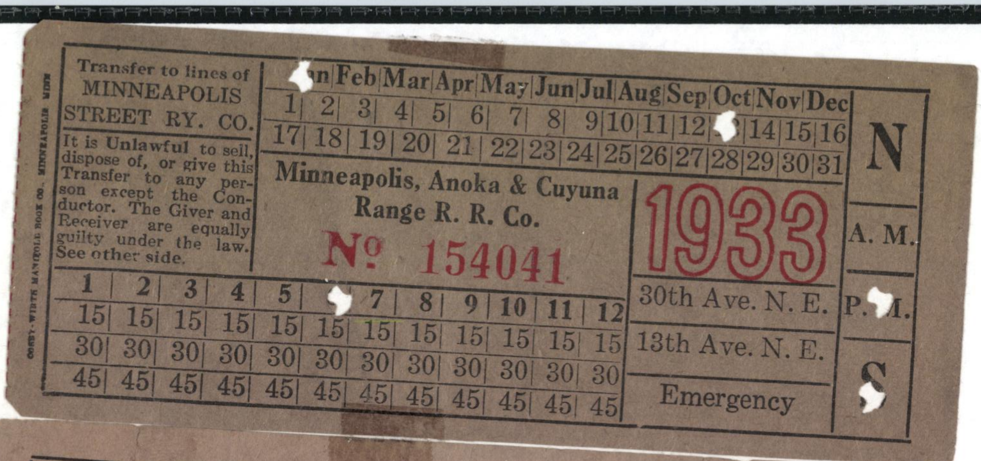
№ 111386

~~1930~~ 2

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

30th Ave. N. E.
13th Ave. N. E.
Emergency

N
A. M.
P. M.
S



COSBY-WIRTH MANIFOLD BOOK CO MINNEAPOLIS MINN

Transfer to lines of
MINNEAPOLIS
STREET RY. CO.

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Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Minneapolis, Anoka & Cuyuna
Range R. R. Co.

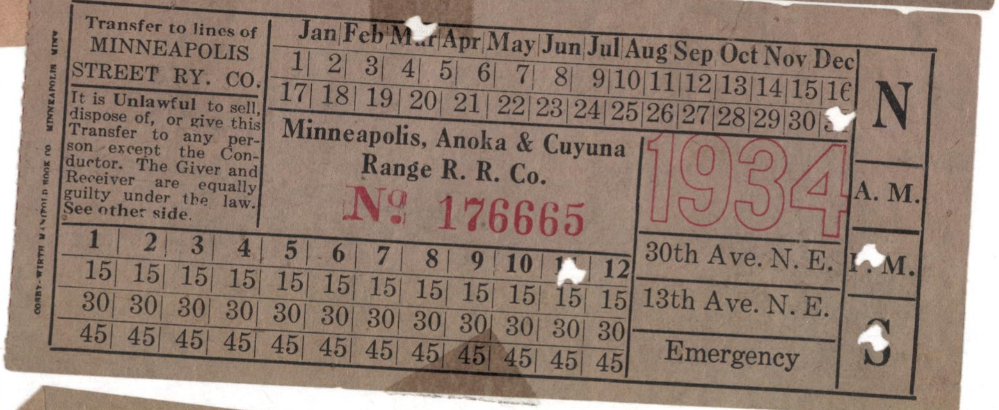
№ 154041

1933

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

30th Ave. N. E.
13th Ave. N. E.
Emergency

N
A. M.
P. M.
S



COSBY-WIRTH MANIFOLD BOOK CO MINNEAPOLIS MINN

Transfer to lines of
MINNEAPOLIS
STREET RY. CO.

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Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Minneapolis, Anoka & Cuyuna
Range R. R. Co.

№ 176665

1934

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

30th Ave. N. E.
13th Ave. N. E.
Emergency

N
A. M.
P. M.
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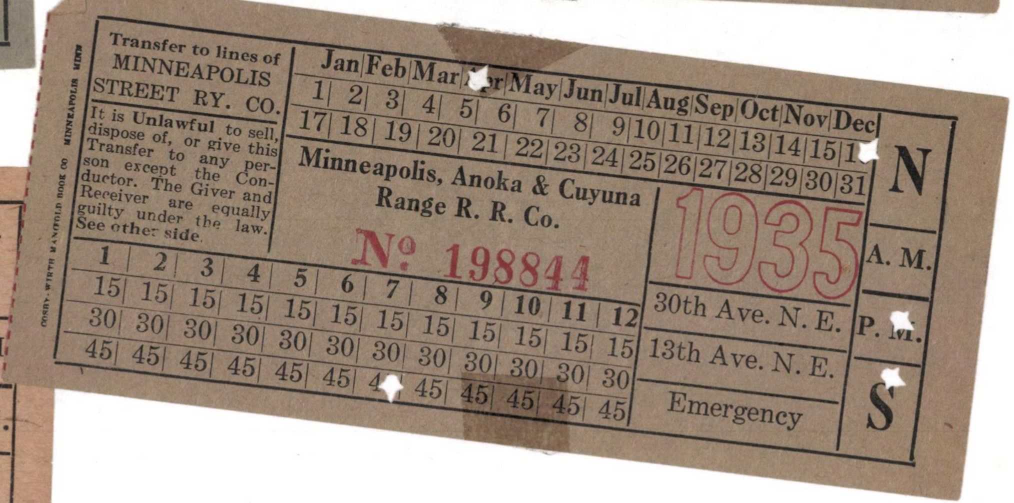

COSBY-WIRTH MANIFOLD BOOK CO MINNEAPOLIS MINN

Transfer to lines of
MINNEAPOLIS
STREET RY. CO.

It is Unlawful to sell, dispose of, or give this Transfer to any person except the Conductor. The Giver and Receiver are equally guilty under the law. See other side.

Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Minneapolis, Anoka & Cuyuna
Range R. R. Co.

№ 198844

1935

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
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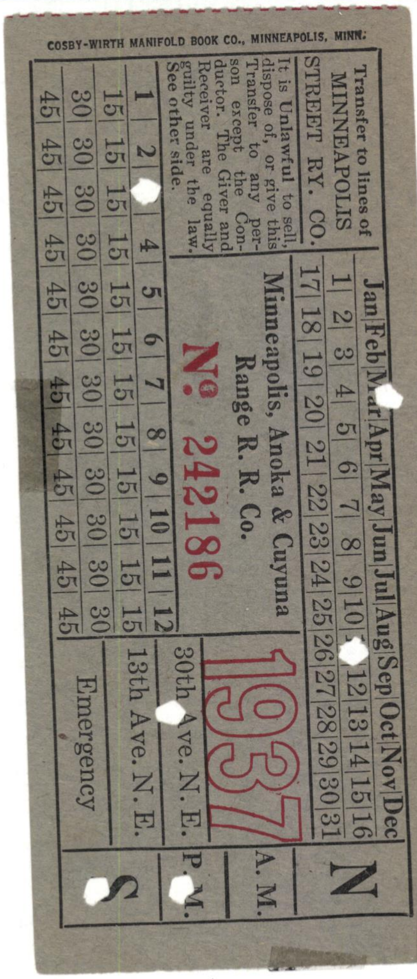
30th Ave. N. E.
13th Ave. N. E.
Emergency

N
A. M.
P. M.
S



COSBY-WIRTH MANIFOLD BOOK CO., MINNEAPOLIS, MINN.

Transfer to lines of MINNEAPOLIS STREET RY. CO.

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Minneapolis, Anoka & Cuyuna Range R. R. Co.

Nº 242186

1937

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

30th Ave. N. E.

13th Ave. N. E.

Emergency

N

A. M.

P. M.

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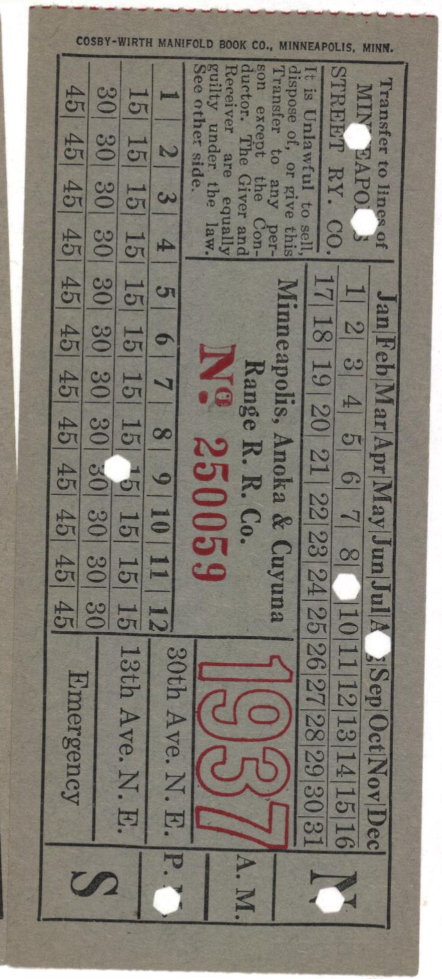

COSBY-WIRTH MANIFOLD BOOK CO., MINNEAPOLIS, MINN.

Transfer to lines of MINNEAPOLIS STREET RY. CO.

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Minneapolis, Anoka & Cuyuna Range R. R. Co.

Nº 250059

1937

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

30th Ave. N. E.

13th Ave. N. E.

Emergency

N

A. M.

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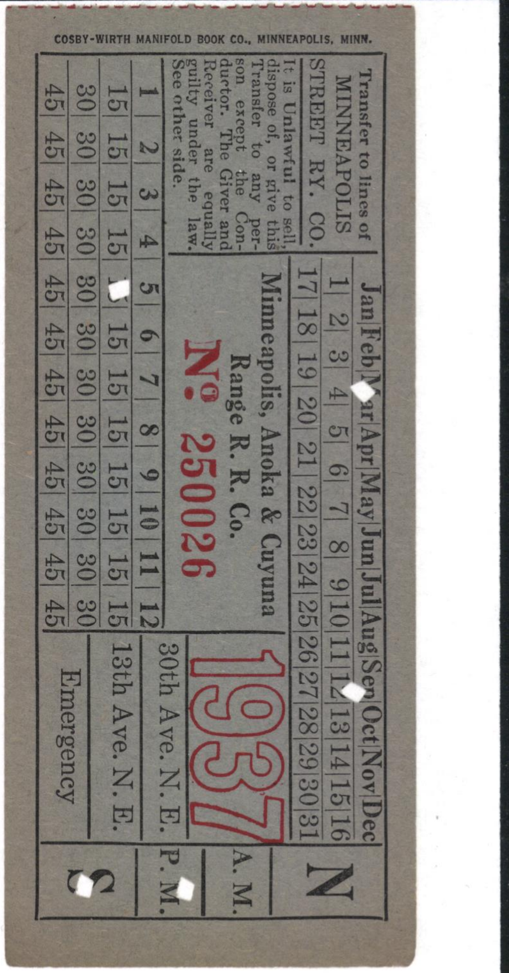

COSBY-WIRTH MANIFOLD BOOK CO., MINNEAPOLIS, MINN.

Transfer to lines of MINNEAPOLIS STREET RY. CO.

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Minneapolis, Anoka & Cuyuna Range R. R. Co.

Nº 250026

1937

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

30th Ave. N. E.

13th Ave. N. E.

Emergency

N

A. M.

P. M.

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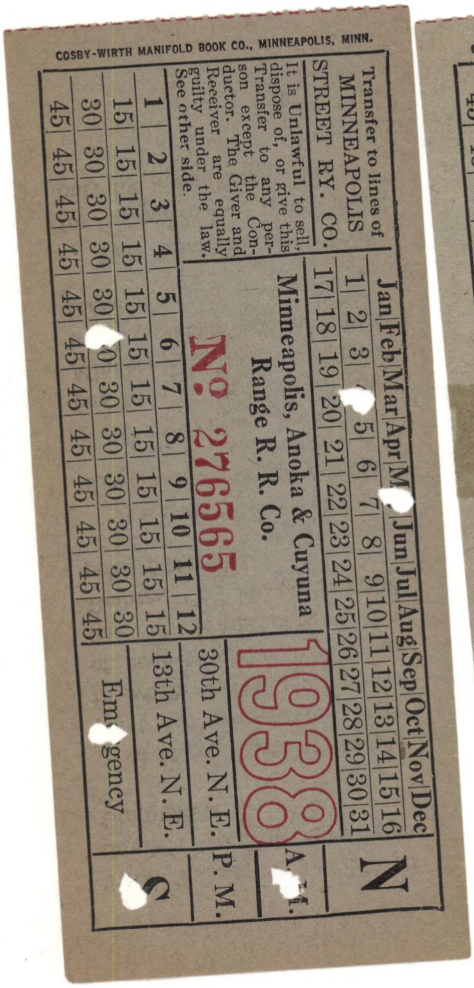

COSBY-WIRTH MANIFOLD BOOK CO., MINNEAPOLIS, MINN.

Transfer to lines of MINNEAPOLIS STREET RY. CO.

It is Unlawful to sell, dispose of, or give this Transfer to any person except the Conductor. The Giver and Receiver are equally guilty under the law. See other side.

Minneapolis, Anoka & Cuyuna Range R. R. Co.

Nº 276565

1938

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

30th Ave. N. E.

13th Ave. N. E.

Emergency

N

A. M.

P. M.

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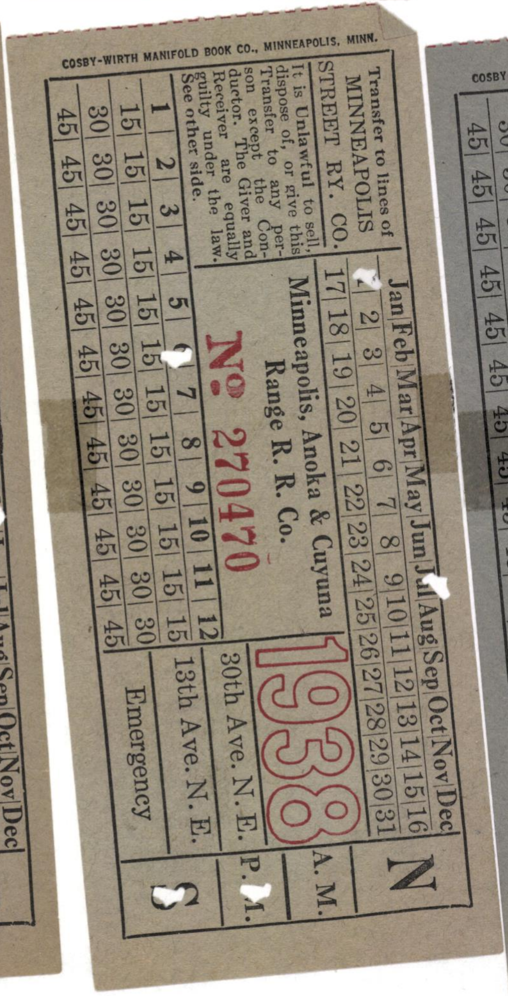

COSBY-WIRTH MANIFOLD BOOK CO., MINNEAPOLIS, MINN.

Transfer to lines of MINNEAPOLIS STREET RY. CO.

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Minneapolis, Anoka & Cuyuna Range R. R. Co.

Nº 270470

1938

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

30th Ave. N. E.

13th Ave. N. E.

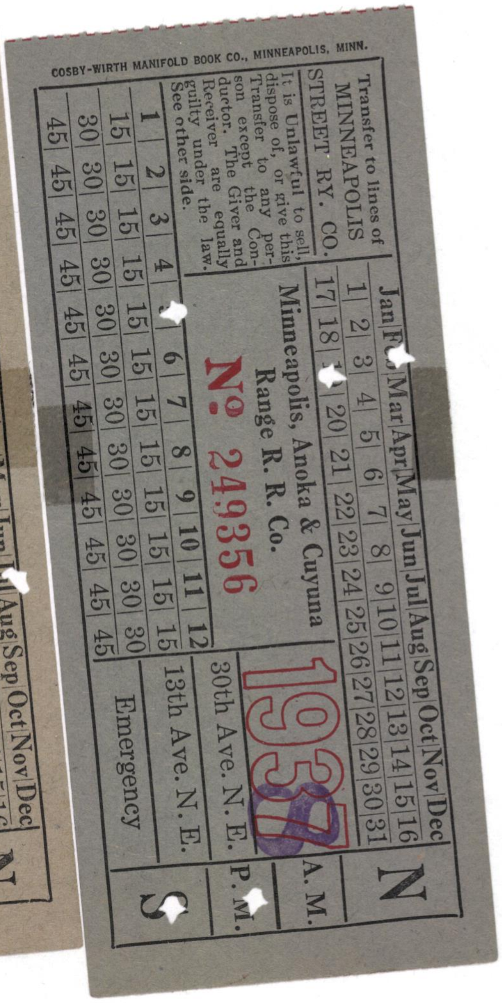
Emergency

N

A. M.

P. M.

S



COSBY-WIRTH MANIFOLD BOOK CO., MINNEAPOLIS, MINN.

Transfer to lines of MINNEAPOLIS STREET RY. CO.

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Minneapolis, Anoka & Cuyuna Range R. R. Co.

Nº 249356

1938

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

30th Ave. N. E.

13th Ave. N. E.

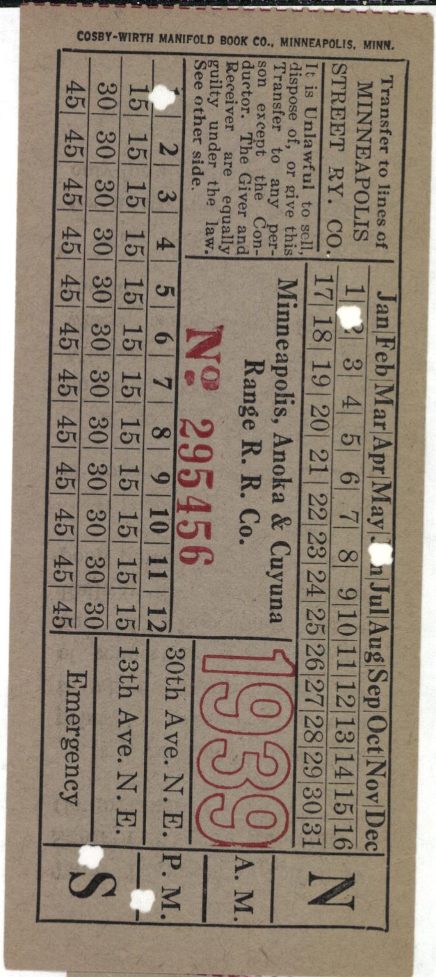
Emergency

N

A. M.

P. M.

S



COSBY-WIRTH MANIFOLD BOOK CO., MINNEAPOLIS, MINN.

Transfer to lines of MINNEAPOLIS STREET RY. CO.

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Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

Minneapolis, Anoka & Cuyuna Range R. R. Co.

No 295456

1939

30th Ave. N. E.

13th Ave. N. E.

Emergency

N A. M. P. M. S

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
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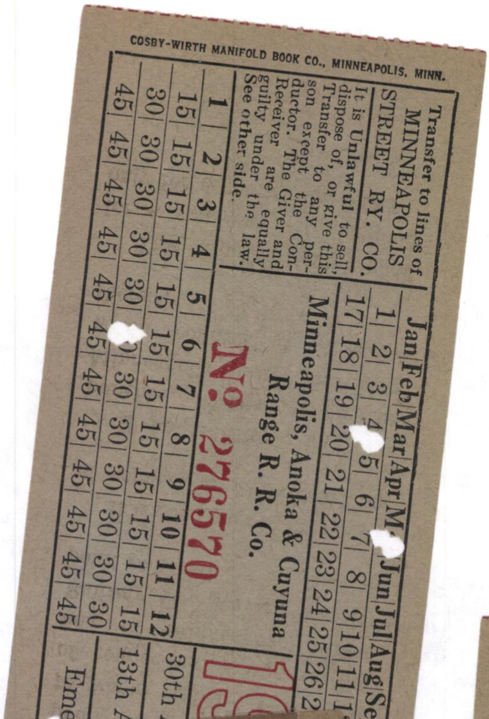

COSBY-WIRTH MANIFOLD BOOK CO., MINNEAPOLIS, MINN.

Transfer to lines of MINNEAPOLIS STREET RY. CO.

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Jan|Feb|Mar|Apr|May|Jun|Jul|Aug|Sep|Oct|Nov|Dec

Minneapolis, Anoka & Cuyuna Range R. R. Co.

No 276570

30th

13th A

Eme

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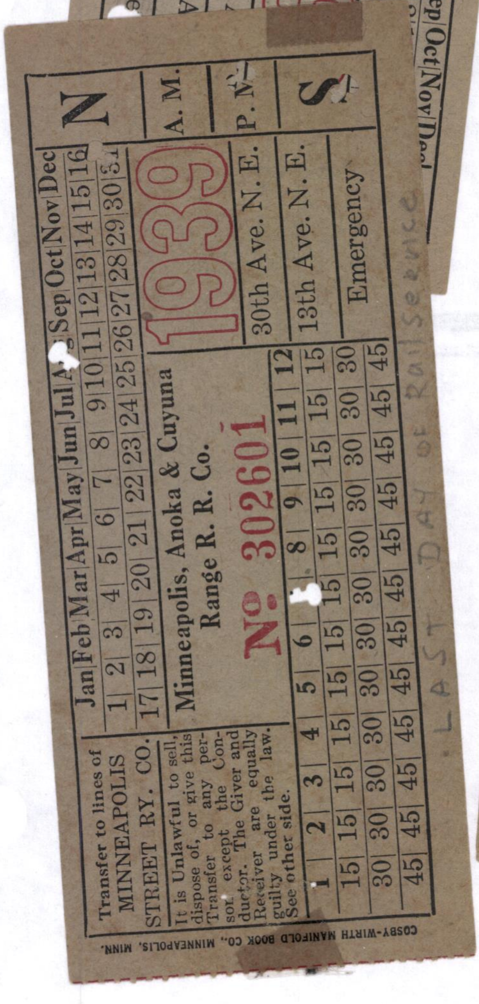

COSBY-WIRTH MANIFOLD BOOK CO., MINNEAPOLIS, MINN.

Transfer to lines of MINNEAPOLIS STREET RY. CO.

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Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

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17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

Minneapolis, Anoka & Cuyuna Range R. R. Co.

No 302601

1939

30th Ave. N. E.

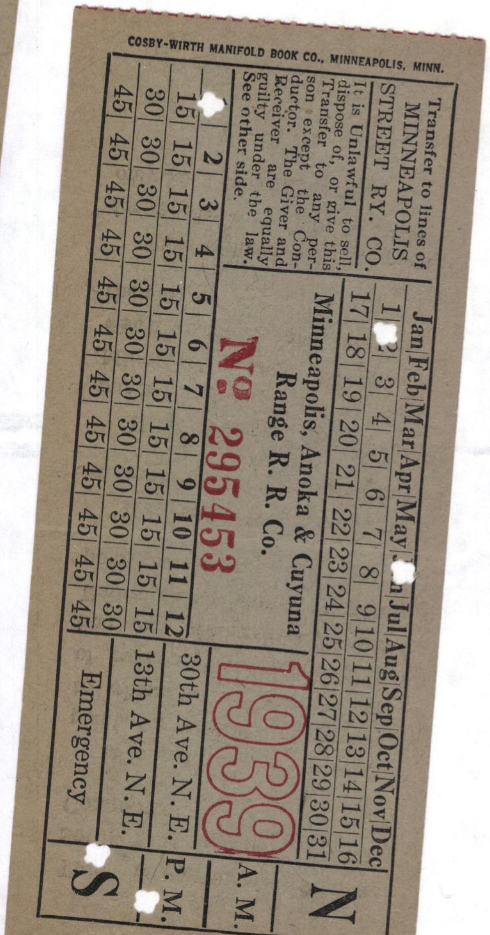
13th Ave. N. E.

Emergency

N A. M. P. M. S

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

LAST DAY of Rail Service



COSBY-WIRTH MANIFOLD BOOK CO., MINNEAPOLIS, MINN.

Transfer to lines of MINNEAPOLIS STREET RY. CO.

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Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

Minneapolis, Anoka & Cuyuna Range R. R. Co.

No 295453

1939

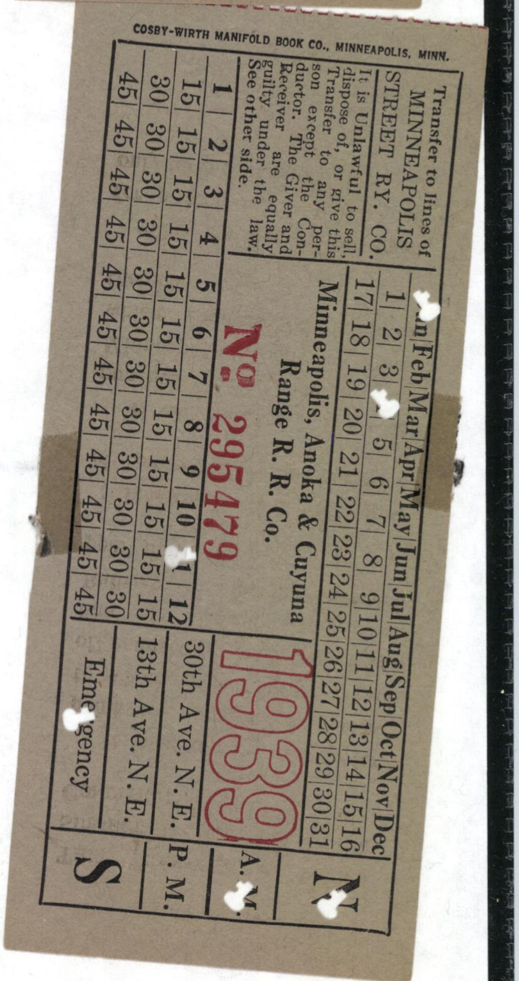
30th Ave. N. E.

13th Ave. N. E.

Emergency

N A. M. P. M. S

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45



COSBY-WIRTH MANIFOLD BOOK CO., MINNEAPOLIS, MINN.

Transfer to lines of MINNEAPOLIS STREET RY. CO.

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Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

Minneapolis, Anoka & Cuyuna Range R. R. Co.

No 295479

1939

30th Ave. N. E.

13th Ave. N. E.

Emergency

N A. M. P. M. S

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

EQUIPMENT

W. D. Lovell
1929-1943

During 1929 Mr. Lovell had personally purchased for $1200 the combination snow plow-work car-locomotive built by TCRT 10-15-1917 for the St.Paul Southern Electric Ry. which was abandoned 7-31-1928. This car was included in Mr. Lovell's assignment to the newly organized MA&CR Railroad. It was assigned #110. Ex-TCRT Snow Plow #25 was subsequently retired.

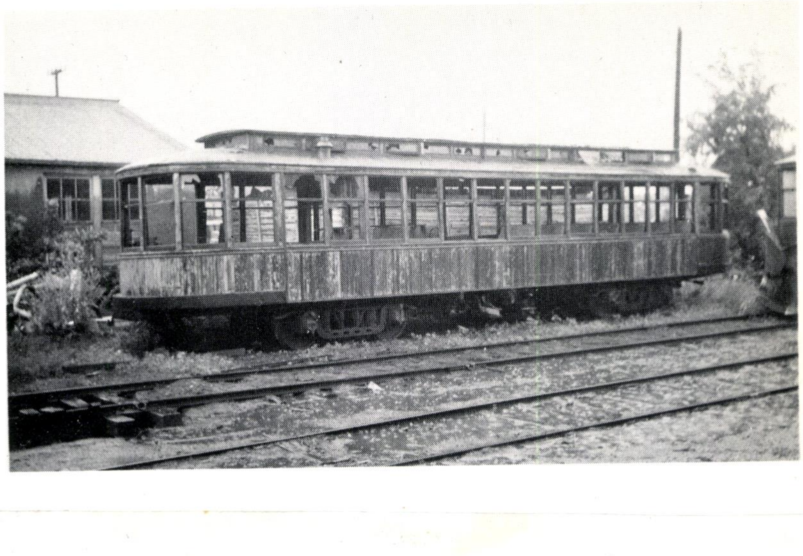
Freight Motor #5 and Passenger-Baggage Motor #7 were taken out of service, most likely during the receivership. #7 probably had not been used since 1925-1926 when #1,#2 and #8 were rebuilt for one-man operation. #5 probably was not used after 1927 when the Lincoln Mill spur track switching was terminated. Photographs taken in 1937 show both cars in derelict condition on the stub siding opposite the Anoka carhouse. #5 was shoved in first, then #7. #5 has had the pilots removed. [redacted] A later photograph taken from the right-of-way looking north toward the carhouse shows #7 appearing as if the body had been jacked up, the trucks and underbody equipment removed, and the body lowered to rest on blocking placed on the rails of the siding. The electric welder was parked behind #7 so a specific determination could not be made.

Photographs of #1,#2 and #8 during the 1930's indicate they occasionally received a fresh coat of paint, TCRT work car red and moss green. Toward the end of passenger operations maintenance had declined to the point that riders reported the car roofs often leaked;, joints creaked, groaned and loosened so that the carbody became increasingly flexible. It was claimed that on one occasion the air compressor fell off a car onto an Anoka street. When passenger service was discontinued in 1939, all three cars were apparently placed in storage inside the Anoka carhouse.

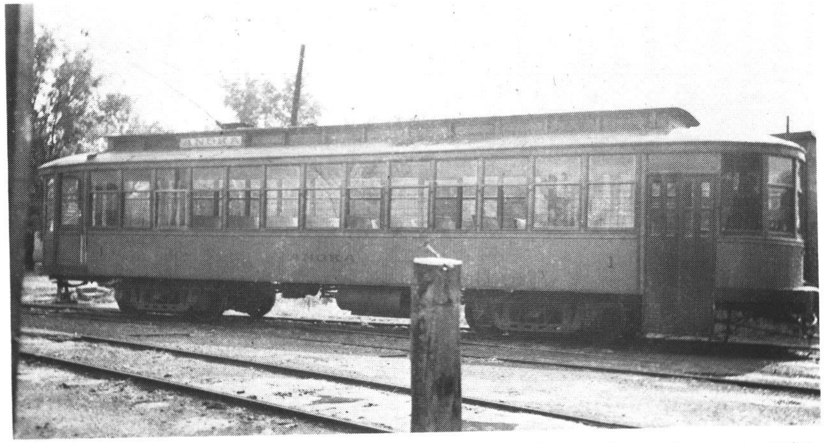
Photographs of #100 and #110 taken in 1937 show them in need of paint. Other photographs of #100 show it in repainted condition.

The three freight trailers, #2,#101,#102 were stored outside on unused sidings in derelict condition.

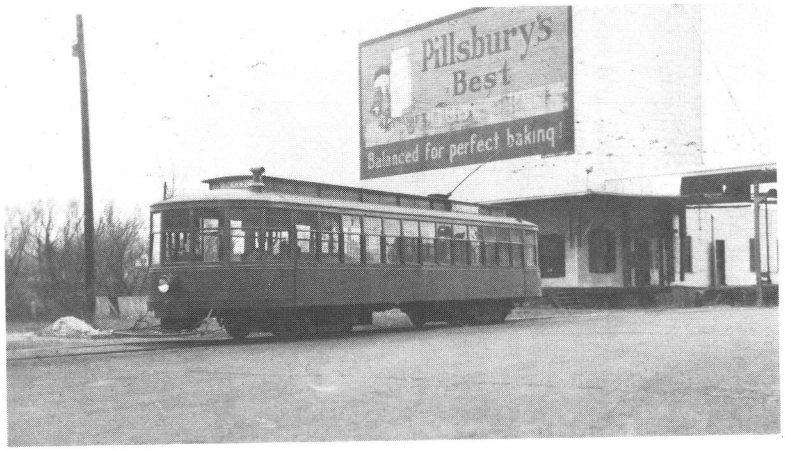
During 1942 #110 was re-numbered #105. A refrigerator car was purchased from the Soo Line (their #70244) that year for use as a work car and caboose. COST $140. ASSIGNED #110.



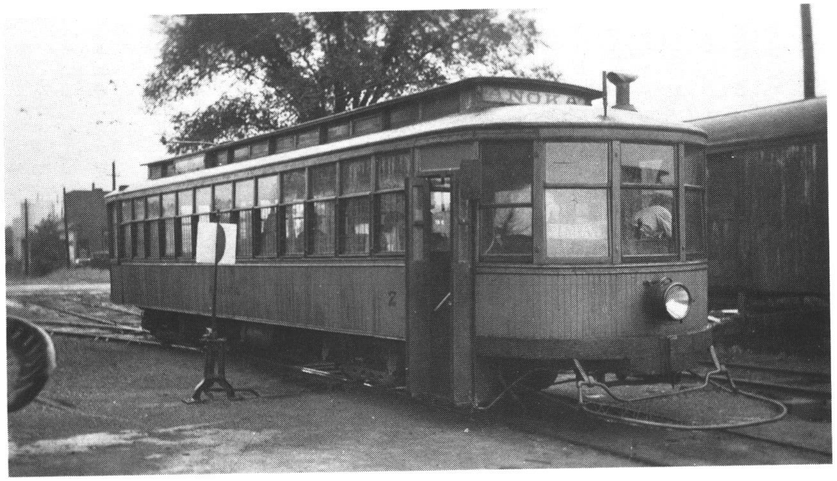
Right: The remains of passenger car 7 on the storage track at the Anoka carhouse in 1935. (Joe Hutchinson collection)


ANOKA
ANOKA
1

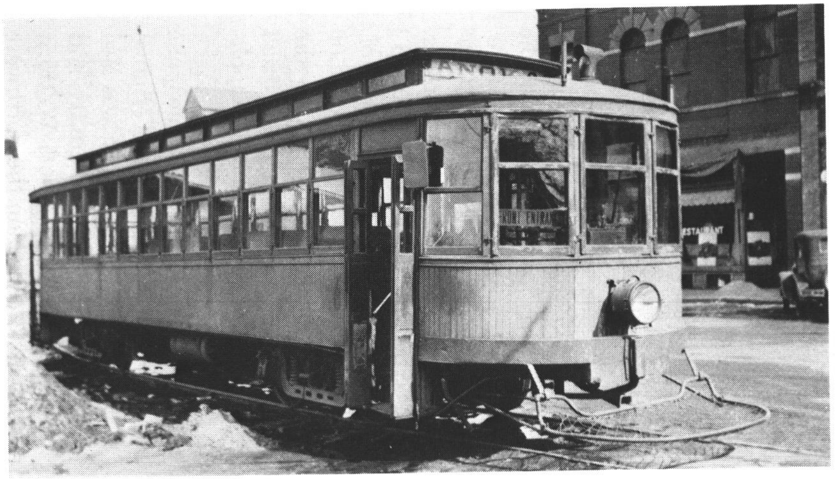
Passenger car 1, rebuilt for one-man operation, at the Anoka carhouse in 1936. (Robert M. Hanft; James Foster collection)


Pillsbury's
Best
Balanced for perfect baking!

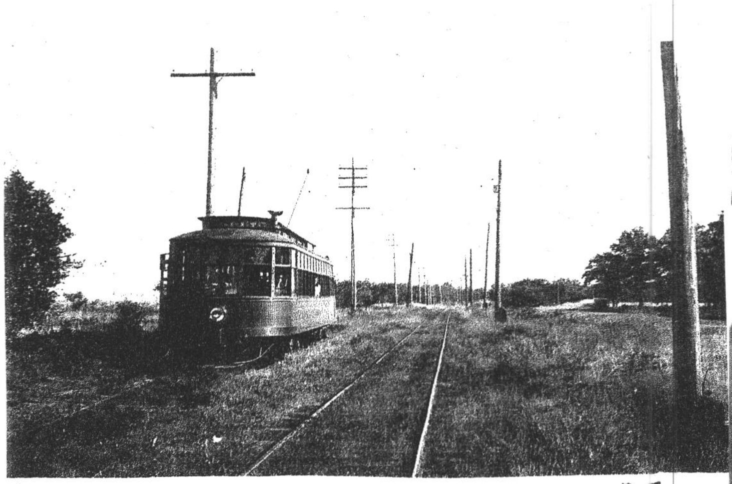
Passenger car 8 laying over on the freight line just north of the Anoka depot. The structure with the Pillsbury flour advertisement on the wall is on the site of the former Lincoln Mill. (Byron D. Olsen collection)

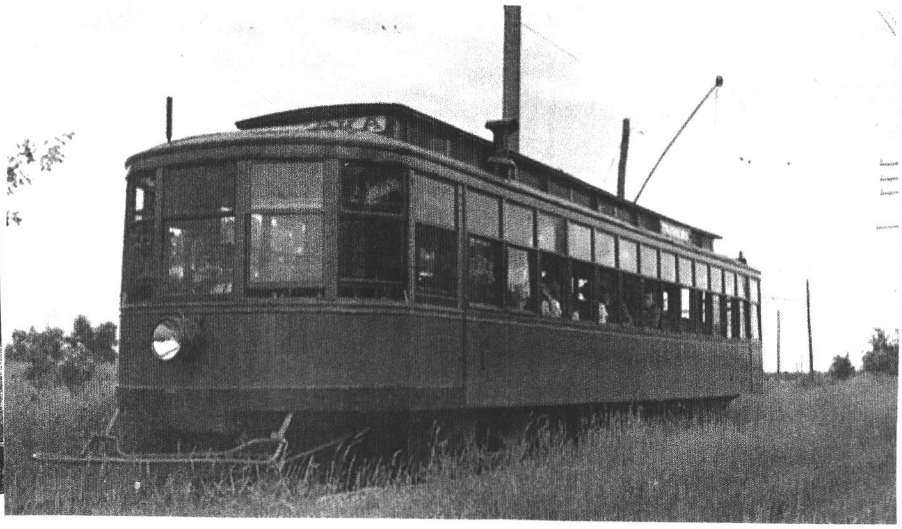


Passenger car 2, southbound, entering the right-of-way at the Anoka carhouse, temporarily delayed because of a trolley dewirement. (Robert Schumacher)

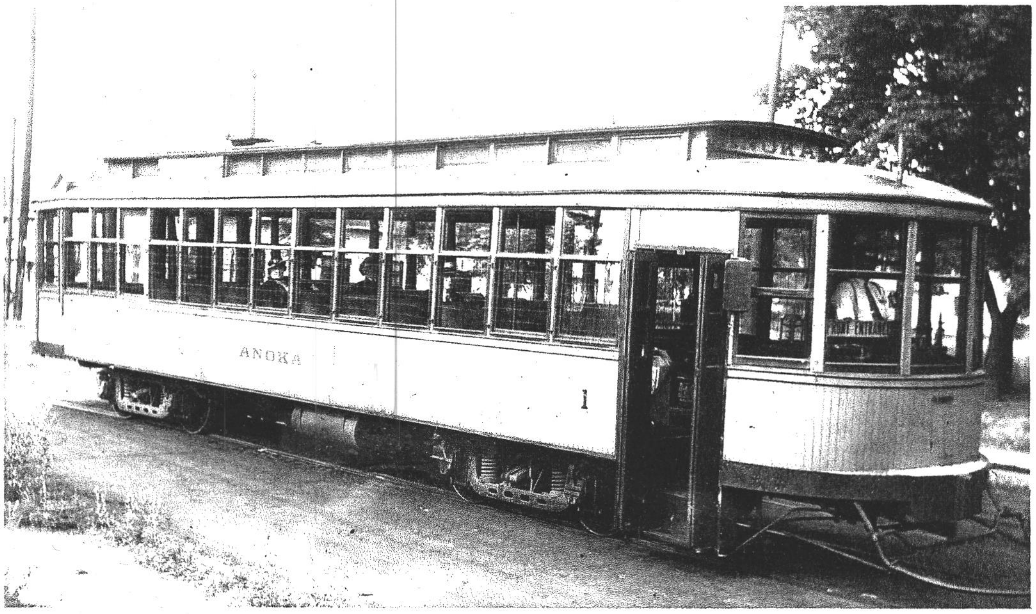

ANOKA
RESTAURANT

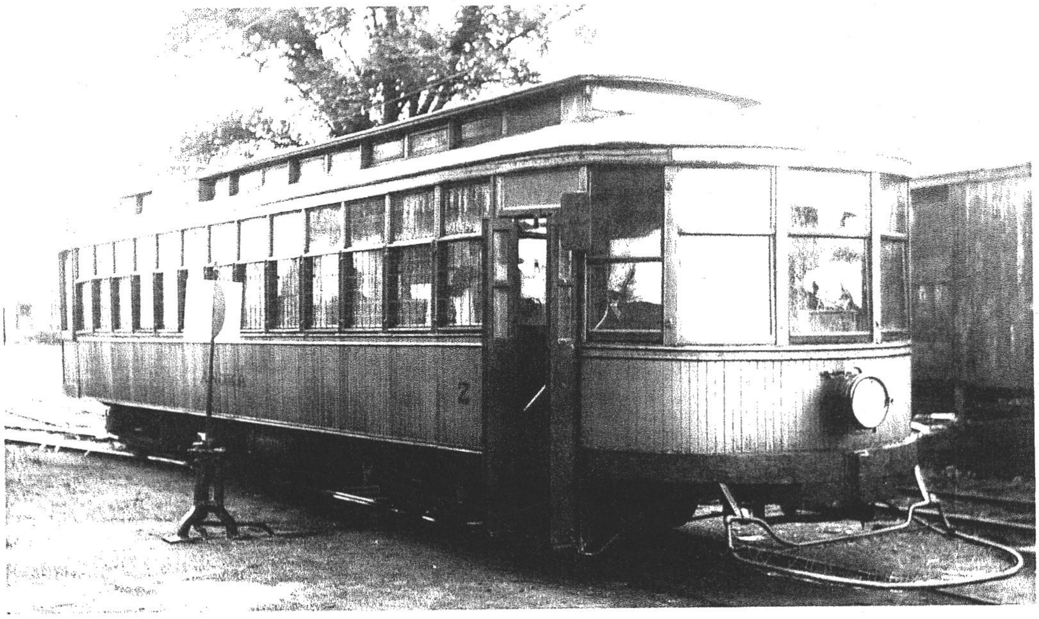
Passenger car 8 at the Anoka depot in the late 1930's, badly in need of repainting. (Minnesota Historical Society collection)

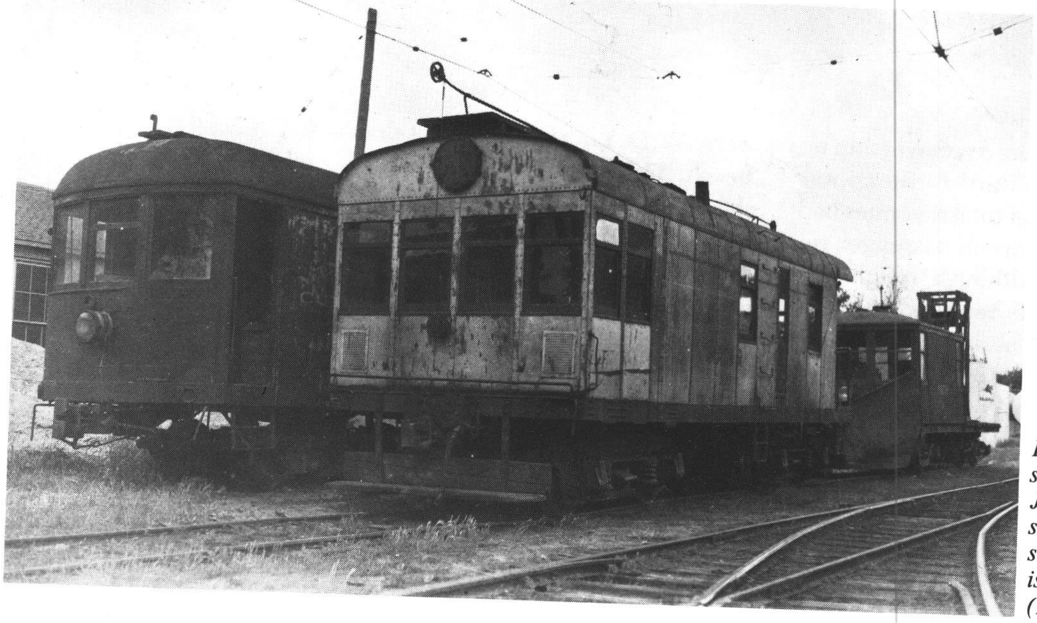




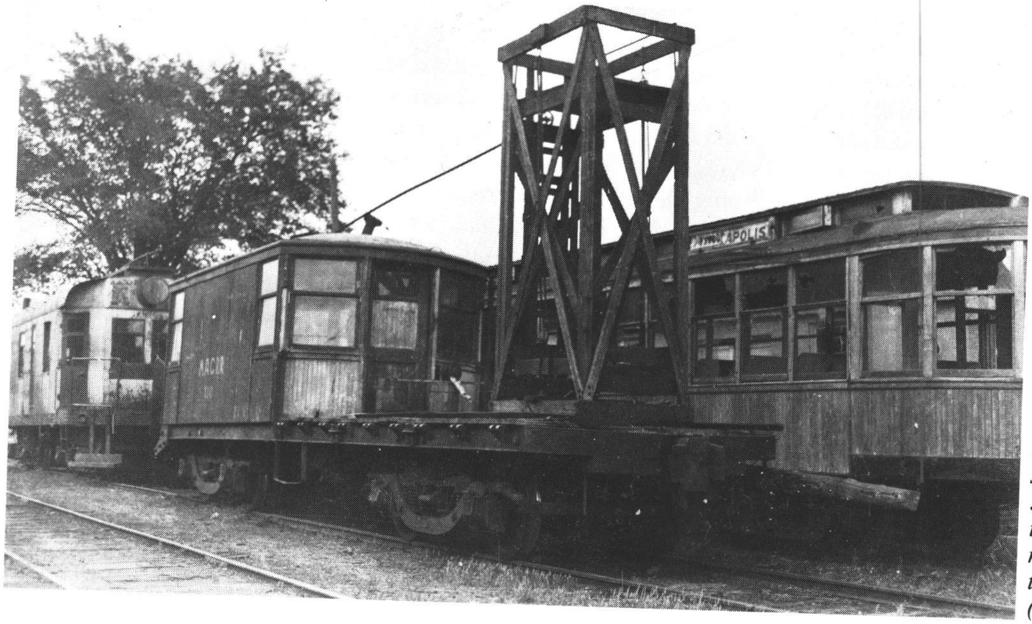
1


ANOKA
ANOKA
1
FRONT ENTRANCE

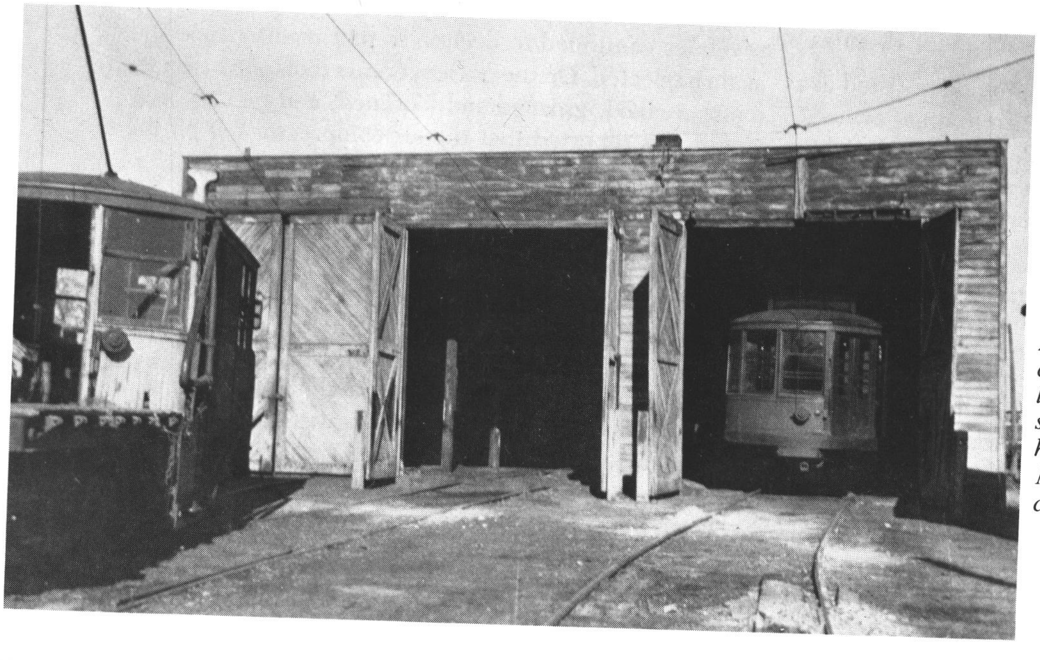




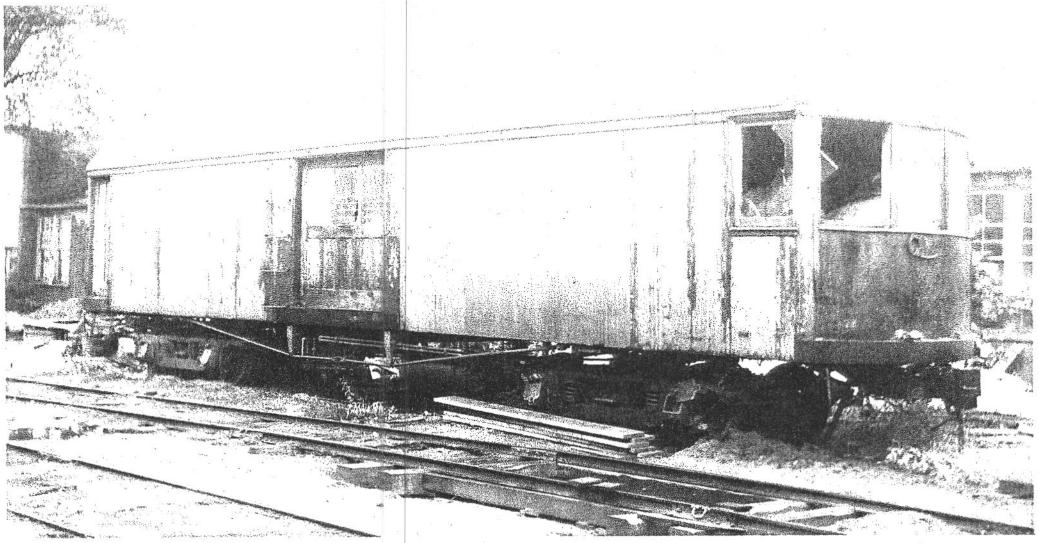
Looking south toward the siding and storage track at the Anoka carhouse, June 27, 1937. Locomotive 100 and snow plow-wire car 110 are on the siding, while part of freight motor car 5 is visible to the left on the storage track. (Herman Rinke)

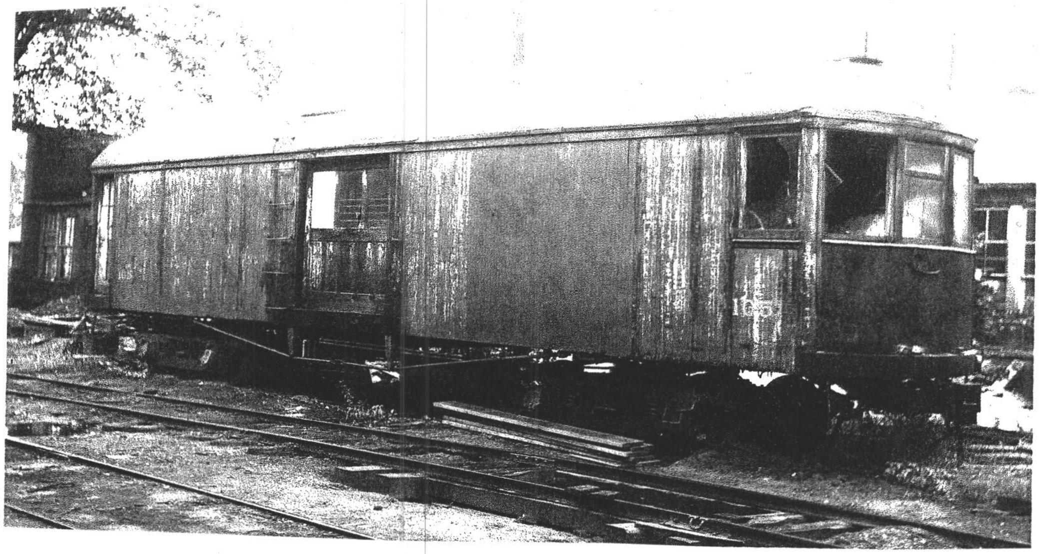


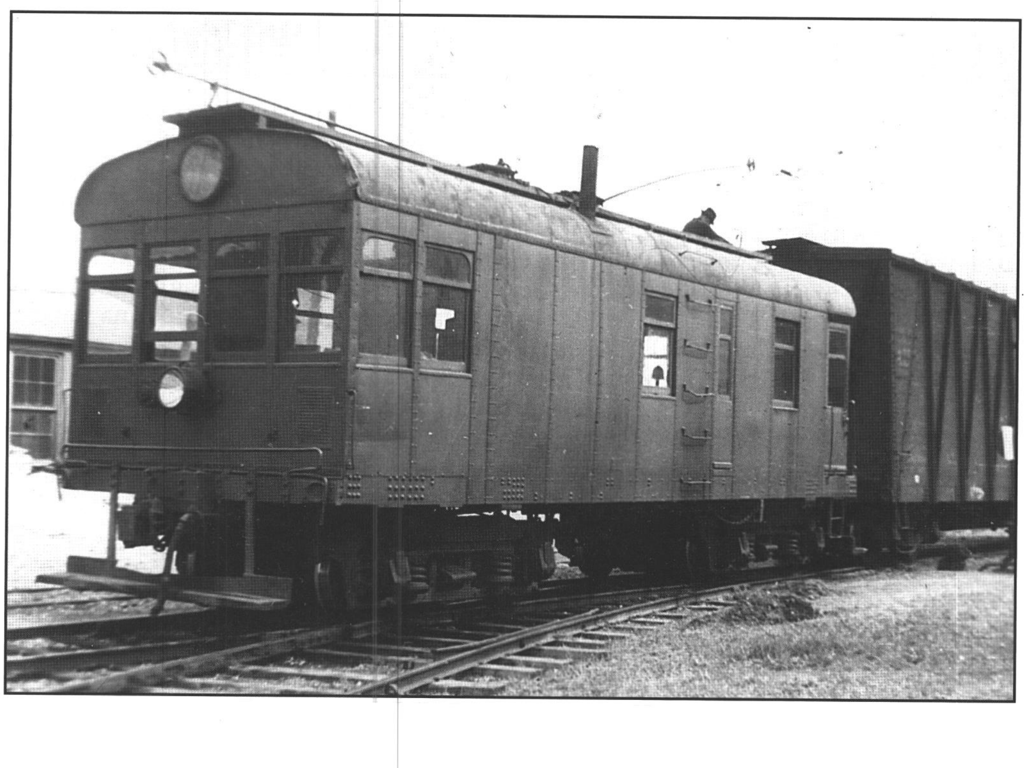
Looking north toward the siding and storage track at the Anoka carhouse, June 27, 1937. Note the removable line tower on the rear deck of 110. The remains of passenger car 7 on the storage track are partly visible at the right. (Herman Rinke)



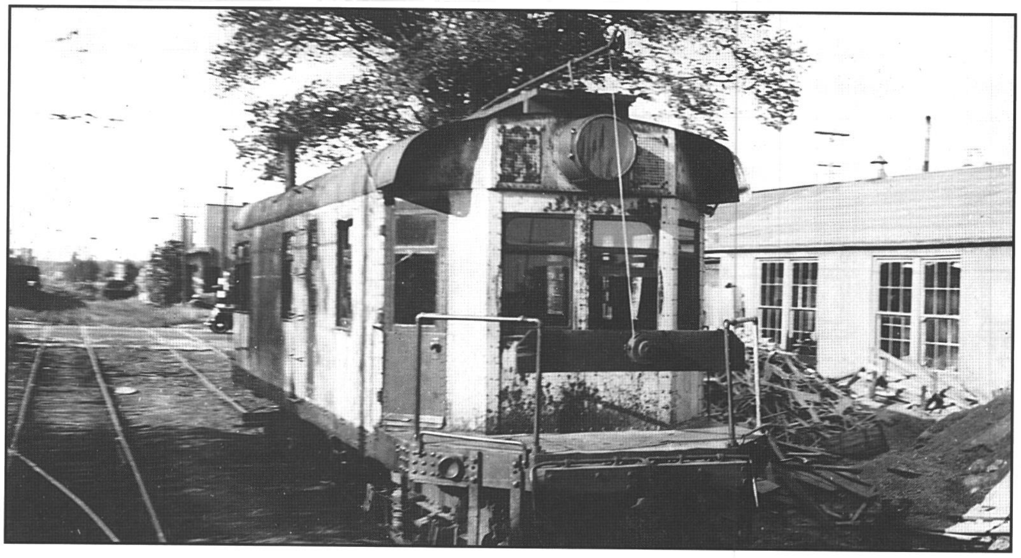
A view of the south end of the Anoka carhouse in 1937. 110 is on track 3 at the left, and the rear platform of either passenger car 1 or 2 is visible inside the carhouse on track 1. (Robert M. Hanft; Minnesota Historical Society collection)

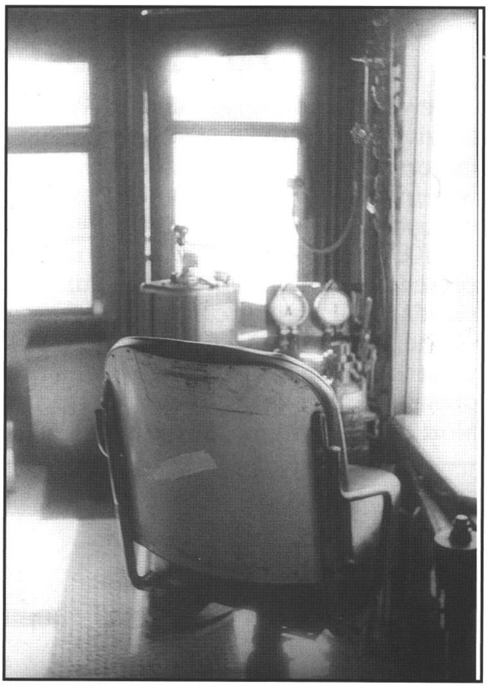


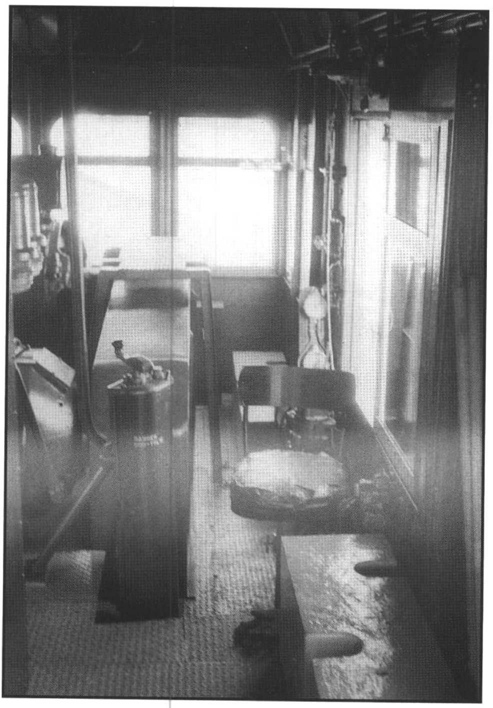


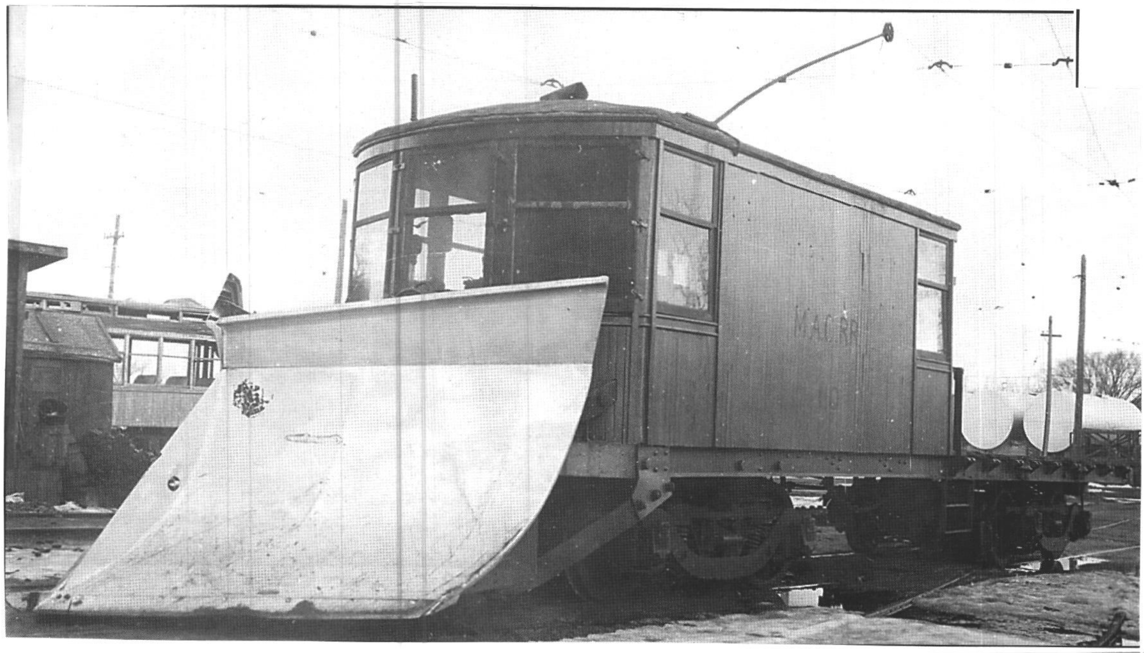


AVERY® POLY-VU





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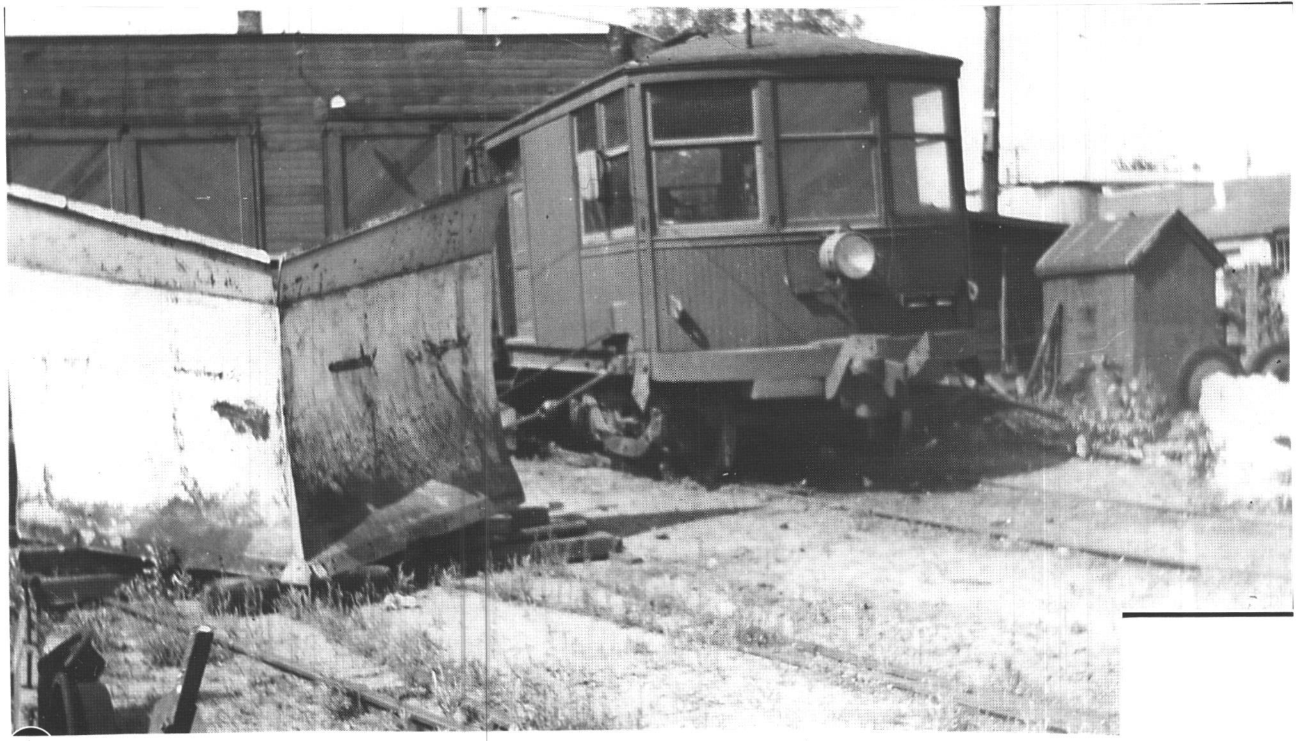
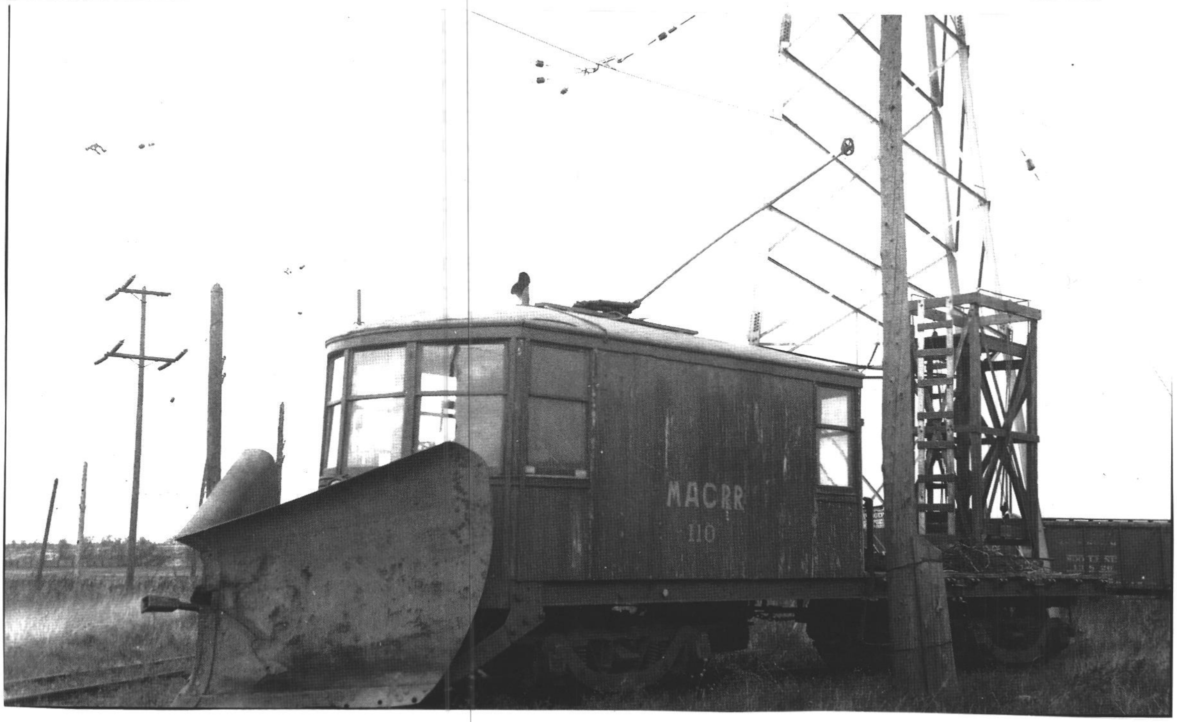
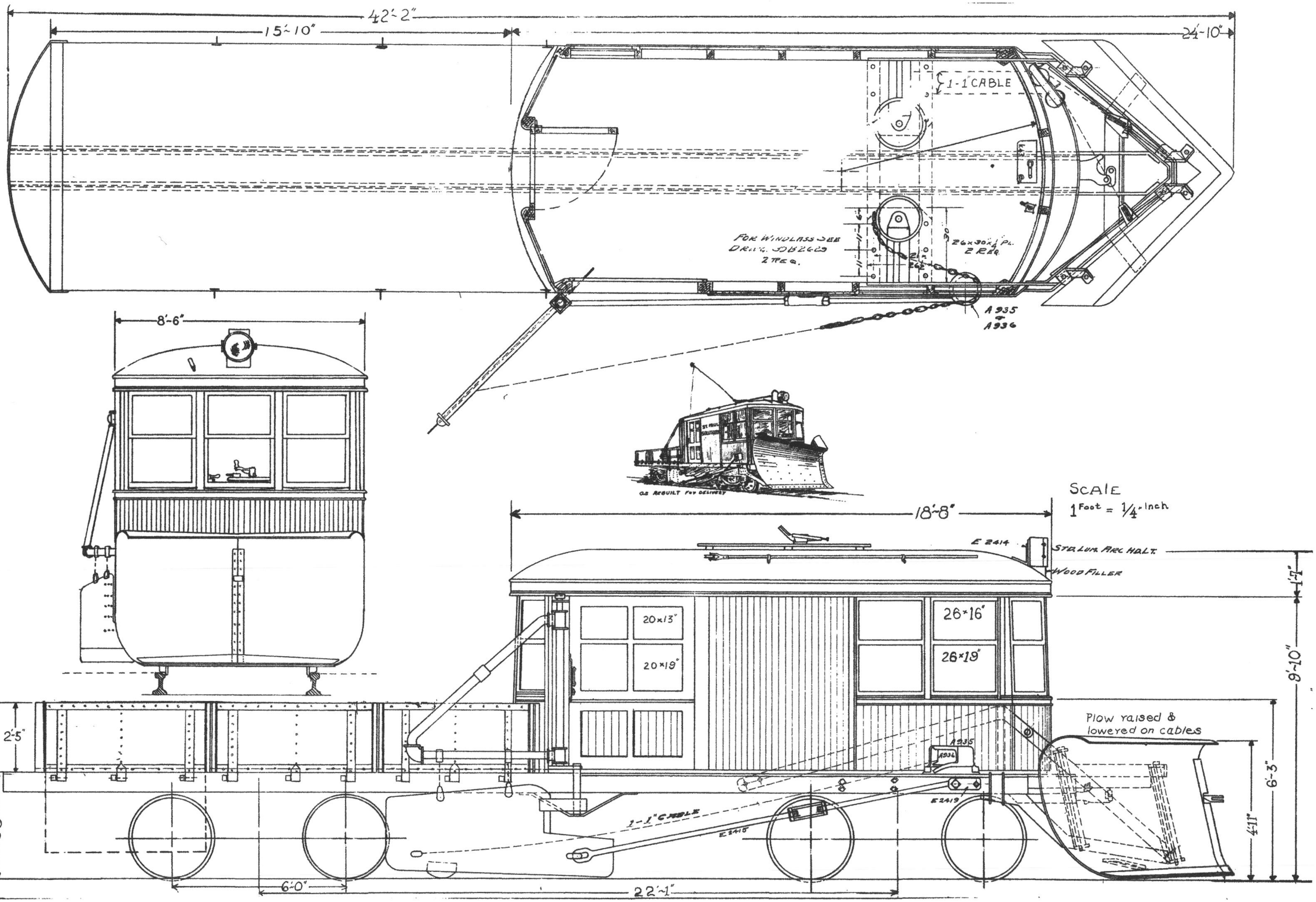



MACRR
110


42'-2"
15'-10"
24'-10"
1-1" CABLE
FOR WINDLASS SEE DRWG. SDB2629 2 REQ.
26 x 30 x 1/4 PL. 2 REQ.
6"
11"
11"
30
2 1/2
26 1/2
A 935 & A 936
8'-6"
AS REBUILT FOR DELIVERY
ST. PAUL SOUTHERN
SCALE
1 Foot = 1/4 Inch
18'-8"
E 2414
STD. LUM. ARC HDLT.
WOOD FILLER
1'-7"
9'-10"
20×13"
20×19"
26×16"
26×19"
Plow raised & lowered on cables
A 935
A 936
E 2419
1-1" CABLE
E 2415
6'-1"
2'-5"
3'-8"
6'-3"
4'11"
6'-0"
22'-1"

NORTHERN PUMP COMPANY

NORTHERN ORDNANCE INC.

1943 - 1967

MINNEAPOLIS ANOKA & CUYUNA RANGE RAILROAD

GENERAL HISTORY

Northern Pump Company
Northern Ordnance Inc.
1943-

In 1943 the Northern Pump Co., Minneapolis, received a government defense contract for the manufacture of naval artillery. A wholly-owned subsidiary, Northern Ordnance Inc. was organized which constructed a sprawling manufacturing plant at 48th Ave. N.E. and Marshall St. N.E. in Fridley, situated between the MA&CR and G.N./N.P. Ry. tracks. Searching for a means of transporting workers to and from the plant, the MA&CR was investigated. On 9-7-1943 John B. Hawley, Jr., president of Northern Pump Company, personally purchased all 395 shares of MA&CR capital stock from the Lovell family. According to the MA&CR corporate minutes all the former officers and directors of MA&CR resigned 9-9-1943 and the number of directors were reduced to three. On 9-11-1943 the three directors and officers were elected: John B. Hawley Jr., President; G. A. Kane, Vice-President; G. S. Davidson, Secretary and Treasurer.

On 9-7-1943 the two bus routes and buses were sold to W. J. Nickerson, who resold them 9-29-1943 to the Anoka-Minneapolis Bus Co.

L. G. Barnes, an engineer from Twin City Rapid Transit Co., was hired on a consulting basis to determine the feasibility of rebuilding the entire line and keeping it in operation. The results of his investigation indicated that the costs of the extensive reconstruction necessary would far exceed any anticipated freight revenues. As it was the line was just paying minimum maintenance costs. The decision was made to abandon the line from a point near Nelson to Anoka, a distance of 13.13 miles.

Subsequent events are related in the sections on Track and Overhead Construction, Operations, and Equipment. Briefly, Northern Ordnance Inc. expended approximately $110,000 for rehabilitation and replacment of the roadbed, track, rolling stock and other property. Passenger service for plant workers only was provided from the connection with the Mpls. St. Ry. to the defense plant. Freight service was provided to the defense plant plus the two City of Minneapolis Water Dept. plants.

Passenger service was discontinued in April 1948. Sometime between 2-8-1951 and 1-15-1952 John B. Hawley Jr. sold the 395 shares of MA&CR capital stock to the Northern Pump Co. The electrification was discontinued in August 1957 upon #100's conversion to diesel-electric operation.

On 2-7-1964 the FMC Corp. purchased from Northern Pump Co. the land, buildings and equipment at its Fridley location and acquired all stock and assets of Northern Ordnance Inc. This included the MA&CR R.R. The MA&CR corporate minutes indicate that on 12-29-1964 the resignations of the MA&CR officers who were also officers of Northern Pump Co. had been received. As of the 1-15-1965 corporate annual meeting FMC Corp. was the sole stockholder of MA&CR R.R.

During 1966 the G.N. Ry. purchased 110 acres of vacant land north of the FMC Corp. plant from the FMC Corp. which the G.N. Ry. intended for industrial development purposes. The agreement, dated 12-29-1966 included the MA&CR in the transaction. The MA&CR was merged into the G. N. Ry. 9-1-1967.

TRACK AND OVERHEAD CONSTRUCTION

Northern Pump Company
Northern Ordnance Inc.

The U.S. Government requisitioned and took possession of the rails and fittings, overhead trolley wire, metal poles and fittings from Nelson (r/w station 144+00) to Anoka (r/w station 749+00) 11-3-1943 according to the corporate minute books (11-2-1943?). Metals Reserve Co., an agency of the Reconstruction Finance Corporation, took over and dismantling operations began 11-8-1943. They eventually paid $25,084.73 to the MA&CR for the salvaged materials.

The track and overhead from 30th Ave. N.E. and Marshall St. N.E., Minneapolis, to Nelson was completely rebuilt together with some track relocation and new track construction. Extensive trackage was built serving the defense plant complex. Crushed rock ballast was used throughout and 80 lb. T rail replaced much of the original 56 lb. rail. The Soo Line performed all of this work on a time-and-material basis which took about one month and required the use of a work train consisting of two bunk cars, one dining car and 1 kitchen car. The Mpls. St. Ry. did not want to reconnect with the MA&CR track as they were concerned that the City of Minneapolis would insist that MSR furnish passenger service to the city limits at 37th Ave. N.E. MSR did agree to build track on 30th Ave. N.E. from its wye to within 25 ft. of the existing MA&CR track at Marshall St. and to install a siding for storage of enough cars to handle Northern Ordnance Inc. workers transferring between lines. MA&CR built a small concrete-block passenger shelter at 30th Ave. N.E. and Marshall St. N.E. Passenger service began operating 10-18-1943.

Meanwhile negotiations were in progress with the objective of having the G.N.Ry. take over the Lincoln Mill spur track in Anoka together with that portion of the MA&CR main line from the spur connection southerly to Cross St. which served four bulk oil dealers, a lumber yard and a coal yard. Agreement was reached 11-15-1943 whereby MA&CR would remove the catenary overhead (too low for steam locomotive operation) by 11-28-1943. The G.N. Ry. would take over all operations on Monday 11-29-1943 and would subsequently rehabilitate the former MA&CR main track for use by steam locomotives. Because of rail removal operations south of Anoka rebuilt passenger motor car #3 had been equipped with MCB couplers and left in Anoka to switch the few railroad cars expected until the G.N. Ry. agreement could be finalized. The only real problem was handling carloads of coal for the Anoka Coal & Coke Co. so arrangements were made to temporarily have the coal cars unloaded into trucks from the G.N. Ry. team track. Number 3 was then removed from Anoka, probably over the G.N. Ry. to Fridley. The overhead catenary was removed and the track turned over to the G.N. Ry. on 11-29-1943.

A final settlement was made 5-31-1944 between Pillsbury-Washburn Flour Mills Co., MA&CR, and the G.N. Ry. pertaining to the Lincoln Mill spur track. It seems that on 11-22-1941 Pillsbury exercised an option in the 3-6-1922 agreement requesting MA&CR to purchase the spur track. Apparently MA&CR was short of cash at the time and was unable to make payment. Northern Ordnance Inc. paid $4,000 to Pillsbury for the spur track after which the deeds to the property were properly conveyed to the G.N. Ry.

By 7-1-1944 when the physical plant was considered complete an inventory was taken. From this the following data have been summarized. Track mileage: first main track 3.38 miles, sidings 0.80 miles, total track 4.18 miles. Of this total 2.43 miles consisted of 80 lb. rail and 1.75 miles of 56 lb. rail. Subsequently in 1944 some track at the north end of the line was removed: 350 ft. of track with 56 lb. rail and a short passing track with 300 ft. of 80 lb. rail. All of the trolley wire was 4/0 grooved wire. (An additional 1500 ft. of 1/0 grooved wire was also listed.) The overhead poles consisted of 147 30-ft. WRC poles and 80 35-ft. WRC poles. The rotary converter at the Coon Rapids Dam plant had been removed and placed inside the defense plant complex. The rotary converter at the Riverside plant continued in operation at that location. The feeder wire system consisted of (1) 1250 ft. of 500,000 circular-mil cable and 1250 ft. of

400,000 circular-mil bare copper wire on the north end of the line; (2) 3285 ft. of 4/0 bare copper wire and 3750 ft. of 400,000 circular-mil copper wire on the south end of the line.

During 1954 the unused passenger-only track from 30th Ave. N.E. and Marshall St. N.E. to a point 150 ft. north of the Soo Line underpass was removed. This abandonment involved 0.55 miles of track so the revised track mileage figures were: first main track 2.83 miles, sidings 0.80 miles, total track 3.63 miles. Also in November 1954 the rotary converter in and the transmission line from N.S.P. Co.'s Riverside plant were removed.

During August 1957 locomotive #100 was converted to diesel-electric operation. The overhead trolley wire was then dismantled.

Meanwhile early in the spring of 1944 the G.N. Ry. had considerably reduced the freight trackage in Anoka. The 850 ft. siding just north of the Rum River Lumber Co. was removed; all of the sidings on the east side of the former MA&CR main track between Cross St. and School St. were removed as the businesses involved agreed to unload cars from the main track; and 3977 ft. of former MA&CR and Pillsbury Flour Mills Co. track was taken up. Through the years further removals were made until all that remained as of 1974 was as follows.

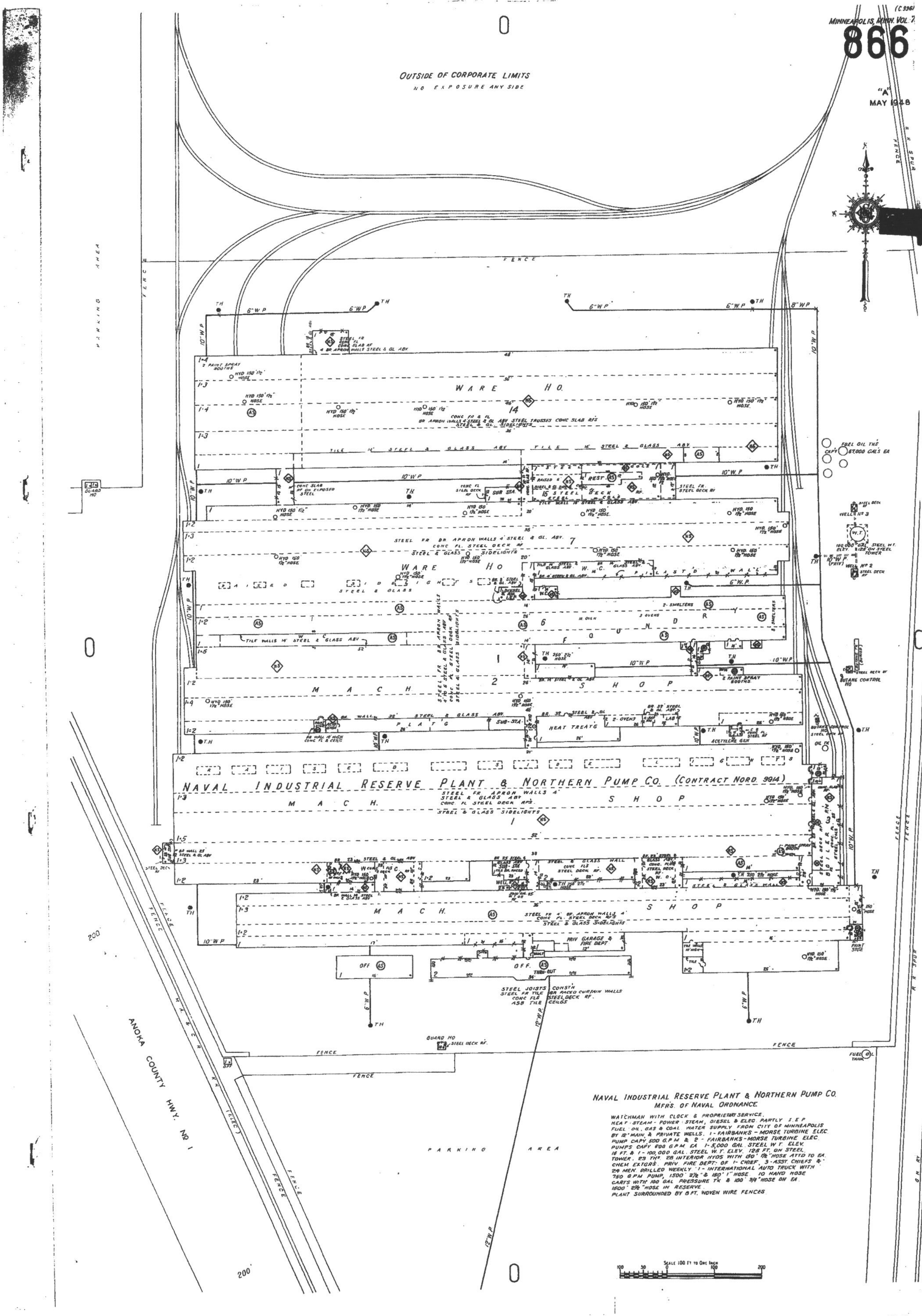
1. A short section of the former MA&CR main line from the G.N. Ry. connection to Pierce St. with one siding to a lumber yard.
2. That part of the original Lincoln Mill spur track from the G.N. Ry. connection to Harrison St.
3. A siding built by the G.N. Ry. in 1944 serving a building materials company.

MA&CR trackage acquired by the G.N. Ry. from the FMC Corp. was drastically reduced over the next few years.

1. During 1968 the G.N.Ry. connecting track to the Filtration Plant siding was removed and relocated south of the Water Softening Plant siding to facilitate switching the two plants.
2. In May 1969, 6726 ft. of track was taken up from r/w station 102+00 (about 400 ft. north of the Filtration Plant siding switch) to r/w station 169+26 at Fridley, plus the two lead tracks (north end and south end) into the FMC Corp. complex. All switching for the complex was to be handled from the existing G.N.Ry. lead track in the northeast corner of the complex property.
3. The remainder of the MA&CR track south of the new G.N. Ry. connection to the Soo Line connection remained unused but intact until finally removed during 1971.

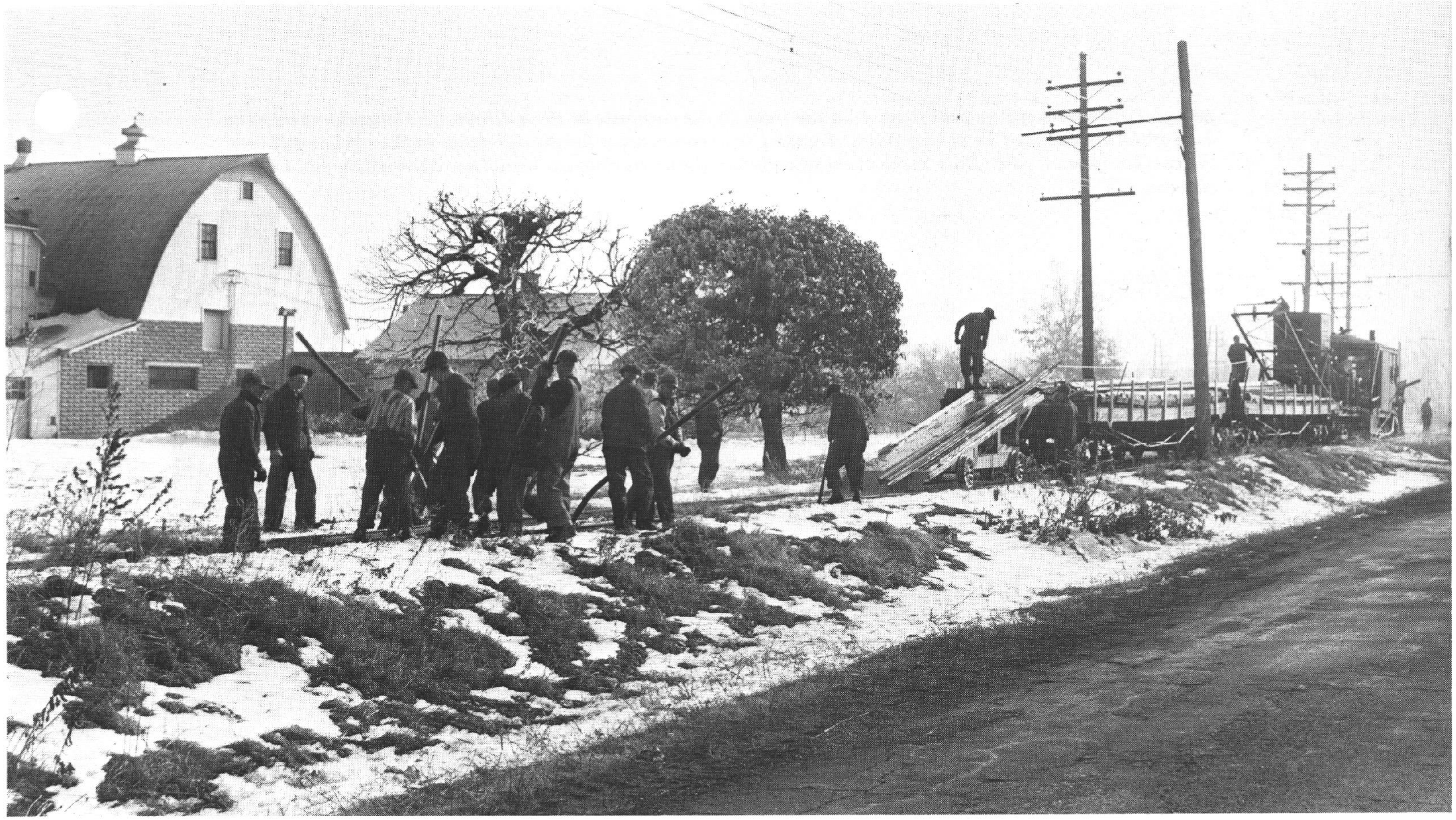
The plant was built in 1940 by the Northern Pump Company using U.S. War Department Funds. In 1941, the plant was in full production making 5 inch gun mounts. In June 1942, the Northern Pump Company established Northern Ordnance Incorporated as a subsidiary. The Navy financed additional buildings on private land for use as manufacturing facilities for Northern Ordnance Incorporated. In 1947, the U.S. acquired 80.3 acres of land underlying Navy owned buildings. During the 1950s, production changed to guided missile launching systems. In 1964, Northern Ordnance was acquired by the FMC Corporation (FMC). On January 1, 1994, FMC's defense business entered into a limited (currently 60% ownership) partnership with Harsco Corporation's defense business to form United Defense, Limited Partnership (UDLP). Currently, the Armament Systems Division of UDLP operates the facility, which continues to produce gun mounts and missile launching systems and is currently owned by the Carlyle Group (1). In this document, UDLP and FMC are considered one and the same unless otherwise noted.

"A"
MAY 1948

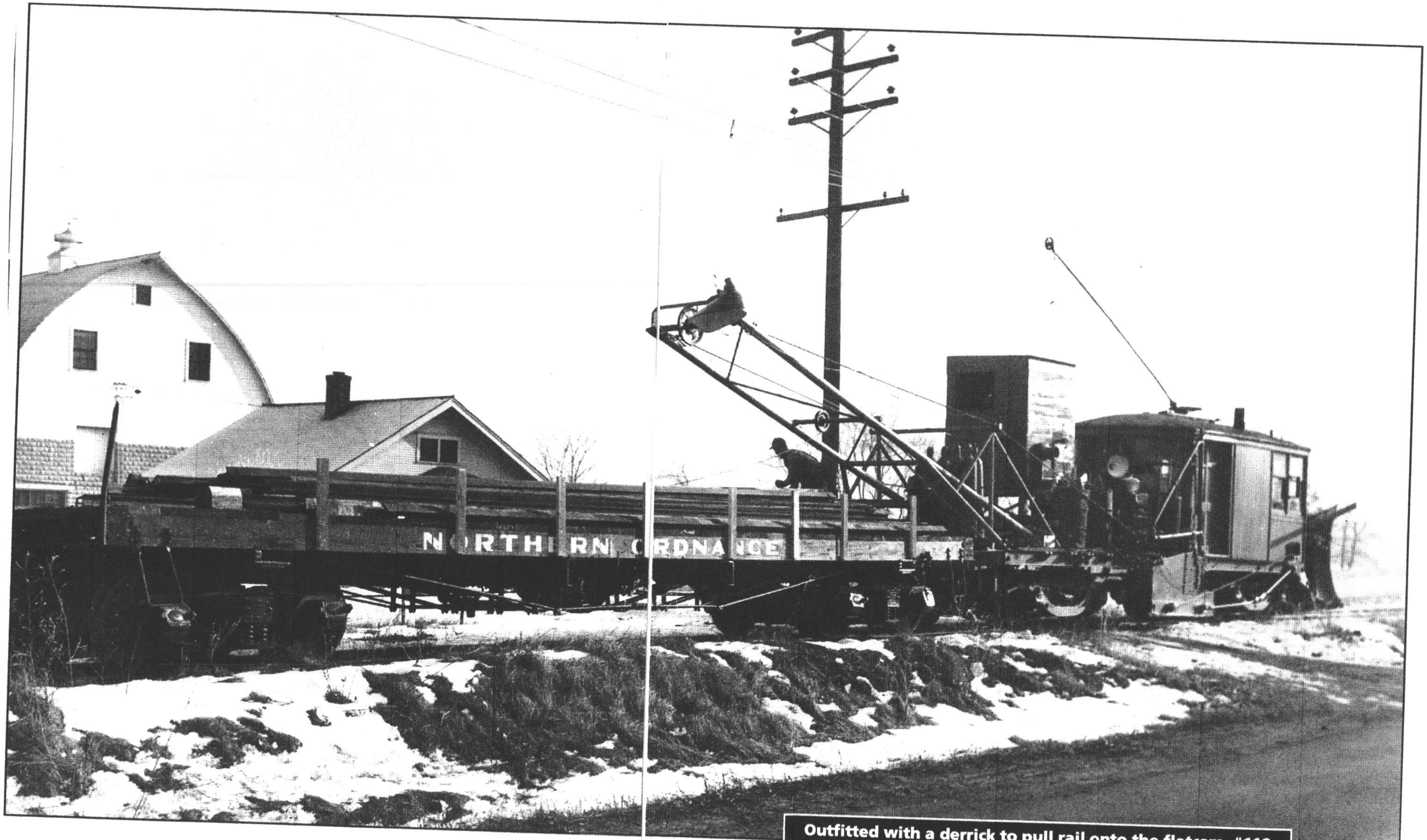

0
OUTSIDE OF CORPORATE LIMITS
NO EXPOSURE ANY SIDE
R R SPUR
FENCE
PARKING AREA
FENCE
GUARD HO
T.H
6"W.P
8"W.P
10"W.P
WARE HO.
14
STEEL FR BR APRON WALLS 4' STEEL & GL ABV STEEL TRUSSES CONC SLAB RFS
CONC FR & FL
STEEL & GL SIDELIGHTS
TILE 14' STEEL & GLASS ABV
SUB-STA
REST
15 STEEL DECK RF
FUEL OIL TKS CAPY 67,000 GALS EA
WELL NO 3
W.T.
100,000 GAL STEEL W.T. ELEV 125 ON STEEL TOWER
WELL NO 2
STEEL DECK
WARE HO
7
STEEL FR BR APRON WALLS 4' STEEL & GL ABV
CONC FL STEEL DECK RF
STEEL & GLASS SIDELIGHTS
RAISED SIDELIGHTS
STEEL & GLASS
W. C.
PLASTD WALL
2-SHELTERS
6
FOUNDRY
2 OVENS
TILE WALLS 14' STEEL & GLASS ABV
1
2
MACH SHOP
2 PAINT SPRAY BOOTHS
BUTANE CONTROL HO
BR WALL 32' STEEL & GLASS ABV
PLAT'G
SUB-STA
HEAT TREATG
2-OVENS
LAB
ACETYLENE GEN
OIL TK
BR WALL 10' HIGH CONC FL & CEILG
NAVAL INDUSTRIAL RESERVE PLANT & NORTHERN PUMP CO. (CONTRACT NORD 9914)
MACH. SHOP
STEEL FR APRON WALLS 4'
STEEL & GLASS ABV
CONC FL STEEL DECK RFS
STEEL & GLASS SIDELIGHTS
1
BOILER RM
3
PAINT SPRAY BOOTH
STEEL & GLASS WALL
CONC FLS STEEL DECK RF.
WELL
5000 GAL W.T. ON RF
T.H 250 2½" HOSE
HYD 150' 1½" HOSE
MACH. SHOP
STEEL FR 4' BR APRON WALLS 4'
CONC FL STEEL DECK RFS
STEEL & GLASS SIDELIGHTS
PRIV GARAGE & FIRE DEPT
OFF.
OFF.
THRU-OUT
STEEL JOISTS CONST'N
STEEL FR TILE
BR FACED CURTAIN WALLS
CONC FLS
STEEL DECK RF.
ASB TILE
CEILGS
12"W.P.
PAINT STGE
FUEL OIL TANK
GUARD HO
STEEL DECK RF.
FENCE
200
ANOKA COUNTY HWY. No 1
PARKING AREA
SCALE 100 FT TO ONE INCH
100
50
0
100
200

NAVAL INDUSTRIAL RESERVE PLANT & NORTHERN PUMP CO.
MFR'S. OF NAVAL ORDNANCE

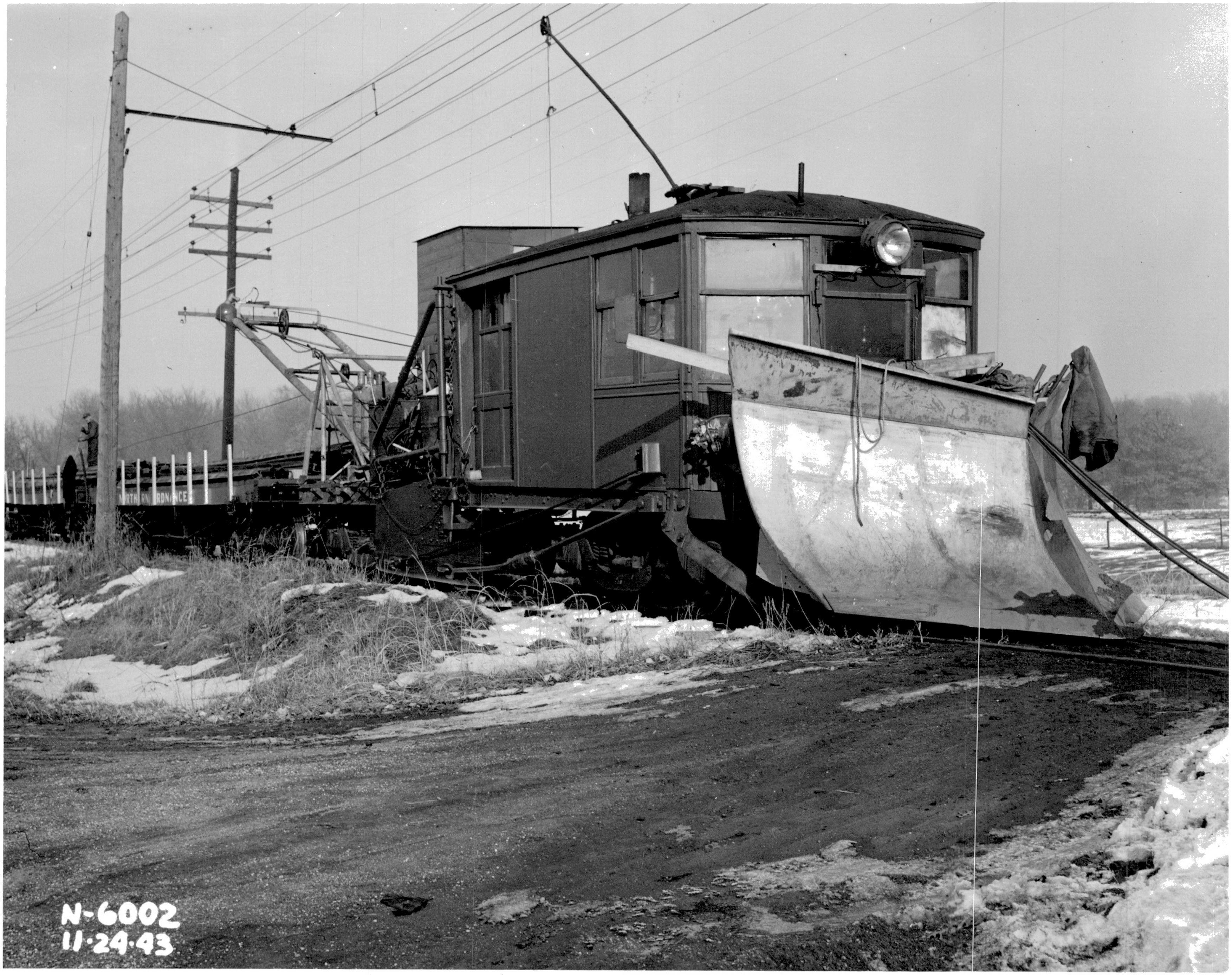
WATCHMAN WITH CLOCK & PROPRIETARY SERVICE.
HEAT: STEAM - POWER: STEAM, DIESEL & ELEC. PARTLY I.E.P.
FUEL: OIL, GAS & COAL. WATER SUPPLY FROM CITY OF MINNEAPOLIS
BY 12" MAIN, & PRIVATE WELLS. 1 - FAIRBANKS - MORSE TURBINE ELEC.
PUMP CAPY 500 G.P.M. & 2 - FAIRBANKS-MORSE TURBINE ELEC.
PUMPS CAPY 600 G.P.M. EA. 1-5,000 GAL. STEEL W.T. ELEV.
16 FT. & 1 - 100,000 GAL. STEEL W.T. ELEV. 125 FT. ON STEEL
TOWER. 23 TH'S. 28 INTERIOR HYDS WITH 150' 1½" HOSE ATT'D TO EA.
CHEM. EXTGR'S. PRIV. FIRE DEPT: OF 1- CHIEF, 3 - ASST. CHIEFS &
24 MEN. DRILLED WEEKLY. 1 - INTERNATIONAL AUTO TRUCK WITH
750 G.P.M. PUMP, 1500' 2½" & 150' 1" HOSE. 10 HAND HOSE
CARTS WITH 100 GAL. PRESSURE TK & 100' 3/4" HOSE ON EA.
1600' 2½" HOSE IN RESERVE.
PLANT SURROUNDED BY 8 FT. WOVEN WIRE FENCES.



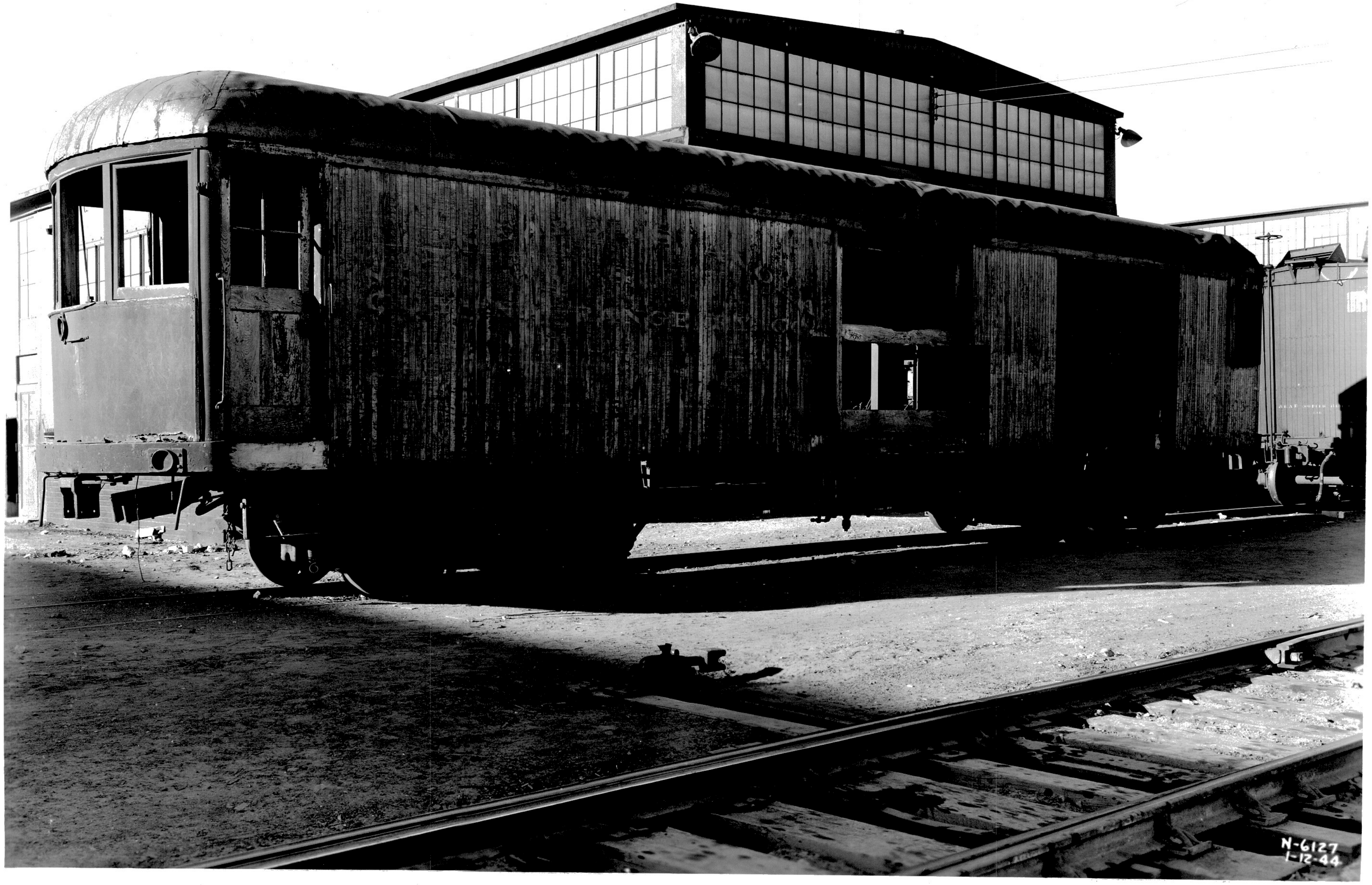
Snow plow 110 and two rehabilitated flat cars at work removing the rails between Nelson station and Anoka on November 24, 1943. This scene typifies the rural side-of-the-road operation from which came the slogan "milk and cream route". (Northern Ordnance Inc.; James Foster collection)


NORTHERN ORDNANCE

Outfitted with a derrick to pull rail onto the flatcars, #110 pulls the scrapping train along East River Road in 1943.


NORTHERN ORDNANCE

N-6002
11·24·43



N-6127
1-12-44

OPERATIONS

Northern Pump Co.
Northern Ordnance Inc.

Passenger Service

Northern Ordnance Inc. began operations with two of the rebuilt passenger cars 10-18-1943. As soon as rebuilt passenger car #3 was returned to Fridley from Anoka the frequency of passenger service was increased for records indicate that passenger service on a twenty-minute headway for defense plant employees only was begun 11-22-1943. This frequency of service was to continue throughout World War II. No fares were collected. Also beginning 11-22-1943 Mpls. St. Ry. backed all its regular "2nd St. N.E." line cars down 30th Ave. N.E. to Marshall St. to make passenger connections with the MA&CR cars. This was done from 6 a.m. to 8 a.m. and 4 p.m. to 7 p.m. weekdays. On 4-29-1944 this service was increased to include Saturdays 6 a.m. to 8 a.m. and 3:15 p.m. to 5:15 p.m., and Sundays 6 a.m. to 8 a.m. plus the 12:45 p.m. trip.

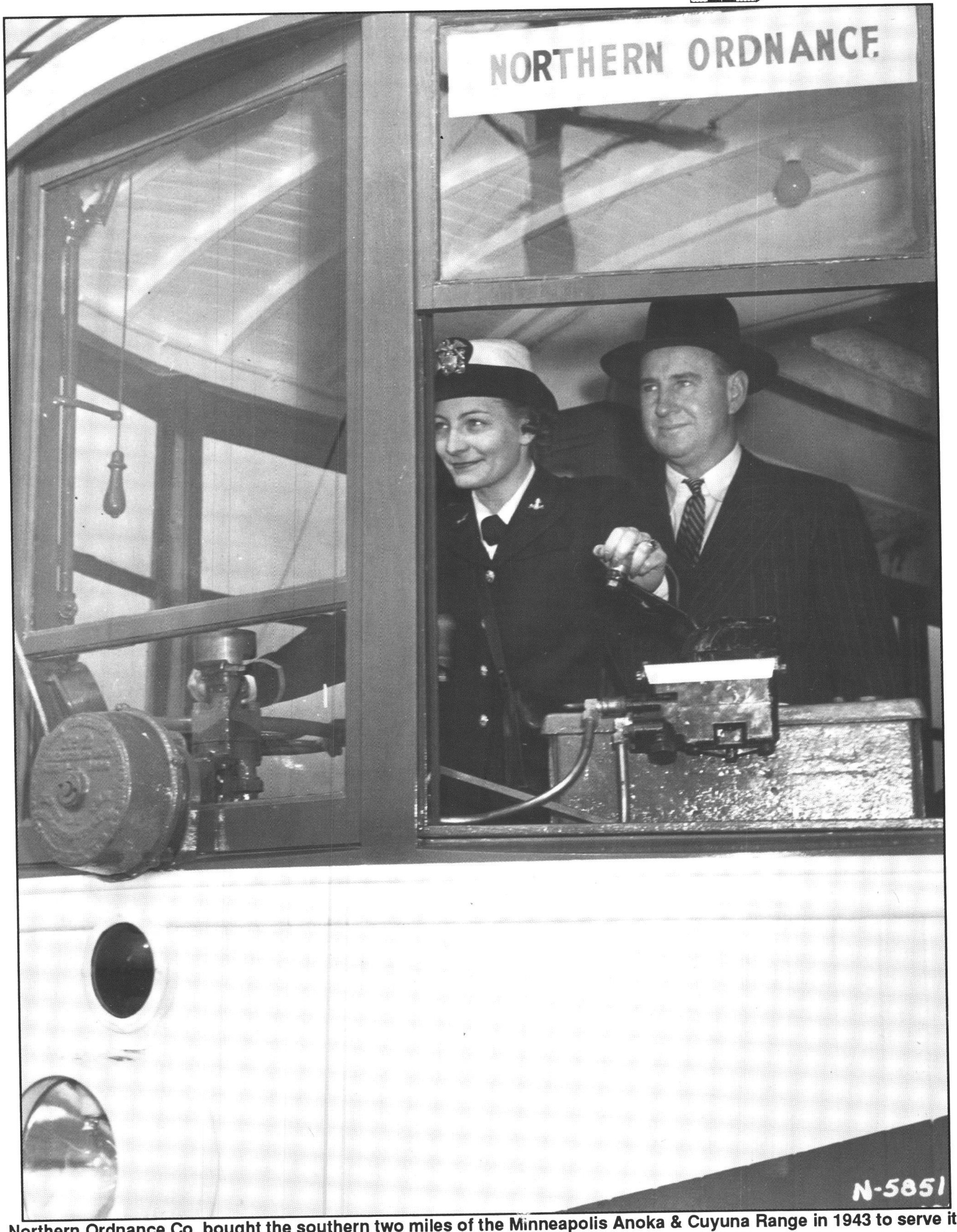
After the end of World War II passenger service was reduced to the morning and afternoon shift changes only. About 1947 Mpls. St. Ry. discontinued the practice of backing its cars down 30th Ave. N.E. to Marshall St. Northern Ordnance Inc. shifted to peace-time industrial production although some artillery continued to be manufactured. Finally, in April 1948, passenger service was discontinued completely. The three passenger cars were scrapped 5-14-1952.

Freight Service

Freight service was continued to the two plants of the City of Minneapolis Water Department and provided to the defense plant itself. Freight cars for the defense plant were handled from the Soo Line interchange to the south as well as from a connection with the G.N. Ry. at the northeast corner of the property. Apparently at least two round trips per day were operated. The sequence for each round trip was as follows. The locomotive left the car storage yard at the defense plant for the Soo Line interchange, picking up any empty cars at the defense plant and the two water plants. At the interchange the empties were left and any loaded cars picked up. The loaded cars were spotted at the two water plants and on the defense plant lead tracks. Average time per round trip was around two hours.

There was a lengthy document between Northern Ordnance Inc. and the MA&CR Railroad confirming in writing various previous verbal agreements. I briefly scanned the document. NOI had expended approximately $110,000 for rehabilitation and replacement of the roadbed, track, rolling stock and other property. This was at its own expense. Northern Ordnance Inc. was also operating the passenger service which had begun 10-20-1943. MA&CR RR was operating the freight service only. There were several pages devoted to how the electrical generation cost was to be allocated between Northern Ordnance Inc. and the MA&CR RR. Apparently $55.25 per month was MA&CR's calculated share for operating the freight service.

Considerable non-electrified trackage existed inside the defense plant complex as well as outside the huge plant buildings so a second-hand gasoline-electric locomotive was acquired to switch cars over this trackage. Railroad cars would be placed by the electric locomotive on lead tracks at both the north and south ends of the plant complex. The G.N. Ry. also placed cars on a lead track at the north end of the plant complex. The MA&CR gas-electric locomotive would spot the loaded cars at various locations within the plant complex as well as picking up the empty cars and returning them to the lead tracks. A small U.S. Navy diesel-electric locomotive was also available for this purpose.



Northern Ordnance Co. bought the southern two miles of the Minneapolis Anoka & Cuyuna Range in 1943 to serve its new Fridley munitions plant. Three passenger cars, originally built by TCRT for the MA&CR, were shipped to Snelling Shops to be overhauled and double ended. On Oct. 10, 1943 the cars were launched by WAVES with champagne bottles. Northern Ordnance photos. MTM collection.

EQUIPMENT

Northern Pump Co.
Northern Ordnance Inc.

The Lovell management had been loathe to dispose of any equipment, regardless of physical condition. When Northern Pump Co. acquired the property the following equipment was part of the transaction. Electric locomotive #100; snow plow-line car #105; passenger cars #1, #2, #8; and four freight trailers: flat cars #101-#102, side-dump car #2, and work car-caboose #110. The derelict freight motor #5 was still in outside storage on the stub siding. I don't know if the derelict remains of passenger car #7 were still there. Northern Ordnance Inc. promptly began an equipment rehabilitation program.

The two flat cars were completely rehabilitated, receiving new decks in the process. Assigned new numbers 1 and 2 they were first used in removing the track between Nelson and Anoka.

The three passenger cars were shipped to TCRT's Snelling Shops and completely rebuilt for double end operation during September and October 1943. Appearance was nearly identical to TCRT's #1230. Longitudinal seats exclusively were installed. The cars were re-numbered 1, 2 and 3. Two of the completed cars began operating passenger service 10-18-1943. Rebuilt passenger car #3 had been equipped with M.C.B. couplers on both ends and was moved to Anoka to switch freight cars until the G.N. Ry. agreement was finalized. Passenger car #3 was then returned to Fridley, probably over the G.N. Ry. as the track between Anoka and Nelson was being removed. Passenger service was then increased, 11-22-43. The "A" end of car #2 was also equipped with M.C.B. couplers.

Electric locomotive #100 was thoroughly rehabilitated in January 1944. It was assigned #1 when completed but the #100 was restored in 1946.

Snow plow-line car #105 was rehabilitated during May 1944. The line tower was removed. Modifications were made to the body to accommodate the installation of the Type MK control equipment inside the cab. The two C-101-A controllers from #5 were also installed so that #105 was now capable of double-end operation. The Baldwin 75-25-A trucks [redacted] were retained. Switchmen's footboards were attached to the front and rear bumpers and underframe. (The removable front snow plow provided adequate space.) Apparently the front snow plow was modified or replaced during 1946. In the process, the footboards were removed by torching off the support braces, installing permanent plow mounting supports to the underframe, and placing concrete ballast blocks on the rear deck to compensate for the added weight.

Northern Ordnance made a photograph of freight motor #5 in January 1944 behind their Fridley plant complex. Generally it appeared in about the same condition as in the photograph on page 476. Door and window frames had deteriorated the most since 1937. The lettering was still readable. Apparently the car was dismantled and scrapped after the photograph was taken, the McGuire 70A trucks and probably other fittings salvaged.

A gasoline-electric locomotive was acquired from the Fegles Construction Co., Minneapolis, to switch freight cars on the non-electrified plant trackage. This was #7438, a Mack Trucks Inc. Model BR Standard (15 ton), serial number 171007, built 5-25-1931 at the Plainfield plant for Fegles Construction Co. Northern Ordnance Inc. purchased it in August 1944 for $2500. Length 12'6", width 8'1", cab 4' x 8', height 11'1", wheelbase 7'0", four 30" diameter wheels, one four-cylinder gasoline engine, one G.E. 55 KW D.C. generator, two G.E. HM839W1 traction motors (150 h.p. each), one K-type controller, Westinghouse automatic air brakes, two 20-gallon capacity roof-type radiators, 35-gallon fuel capacity, two 250 watt headlights, maximum speed 20 m.p.h. Subsequently this locomotive was assigned #110, the third time this number had been assigned.

After the end of passenger service in 1948, snow plow #105 was sold to the Valley City Street & Interurban Ry., Valley City, North Dakota for use as an electric freight locomotive. The front snow plow (but not the supporting braces), side wing plow, and ballast blocks were removed before the sale.

During 1949 a trailer flat car, possibly rebuilt from the underframe of old work car-caboose #110, was equipped with the front snow plow and ballast blocks from #105. The McGuire 70A trucks (without traction motors) salvaged from freight motor #5 were also used. This snow plow could be pushed by one of the passenger cars equipped with M.C.B. couplers or electric locomotive #100.

The three passenger cars, out of service since April 1948, were scrapped 5-14-1952.

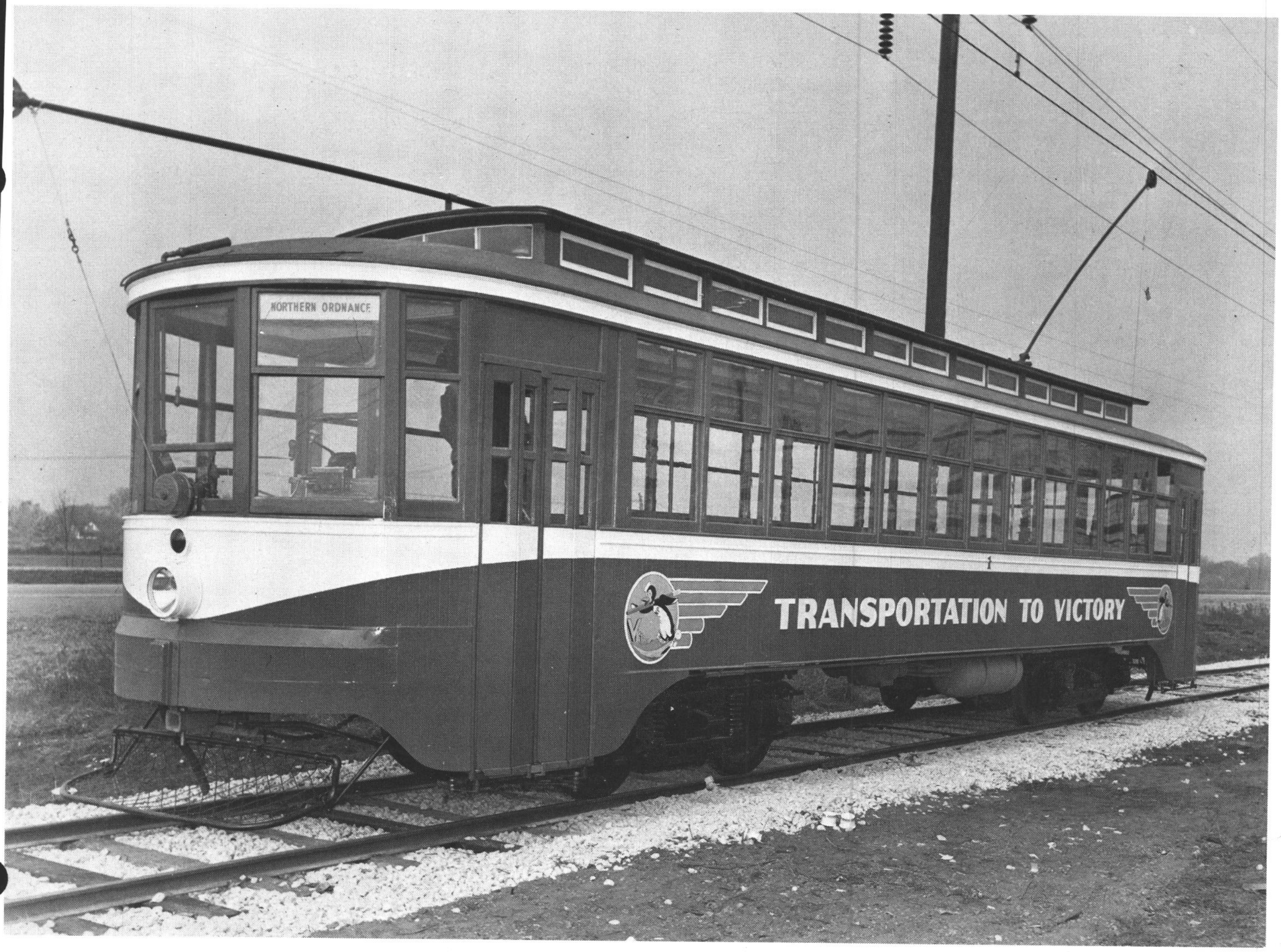
During August 1957 a Waukesha Model 6 WAKDU diesel engine (250 h.p.) and 600 volt D.C. generator were installed locomotive #100 for conversion to diesel-electric operation.

The 12-29-1966 agreement selling the MA&CR to the Great Northern Ry. included: one diesel-electric locomotive (#100), one gasoline-electric locomotive (#110), and three flat trailers. These trailers were described as:
one 38' long, 9' wide, wood deck, ex N.P. Ry. #7414;
one 40' long, 9' wide, wood deck;
one 30'6" long, 9' wide, wood deck, with snow plow attachment.
Old notes in the records that came with the acquisition stated that the four trailers acquired in 1943 by Northern Ordnance Inc. were eventually all rebuilt to flat cars. (This would have been impractical on the air-operated side-dump car.)

At the request of FMC Corp. the three flat trailers were sold back to them in November 1967. Gasoline-electric locomotive #110 was sold for scrap in February 1968 to the Duluth Iron & Metal Division of Hyman-Michaels Co. They donated it in April 1973 to the Lake Superior Museum of Transportation and Industry. It was restored to operating condition by Reserve Mining Co. during 1974. Diesel-electric locomotive #100 was donated by the G. N. Ry. to the Minnesota Transportation Museum Inc. which got in back into operating condition and repainted it in the original Mpls.,St.Paul,Rochester & Dubuque Electric Traction Co. colors.

TRANSPORTATION TO VICTORY

MACR 3

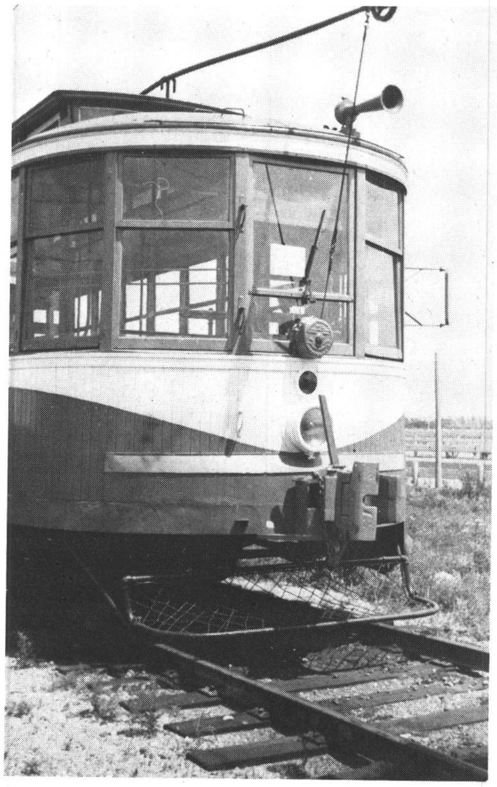

NORTHERN ORDNANCE
TRANSPORTATION TO VICTORY

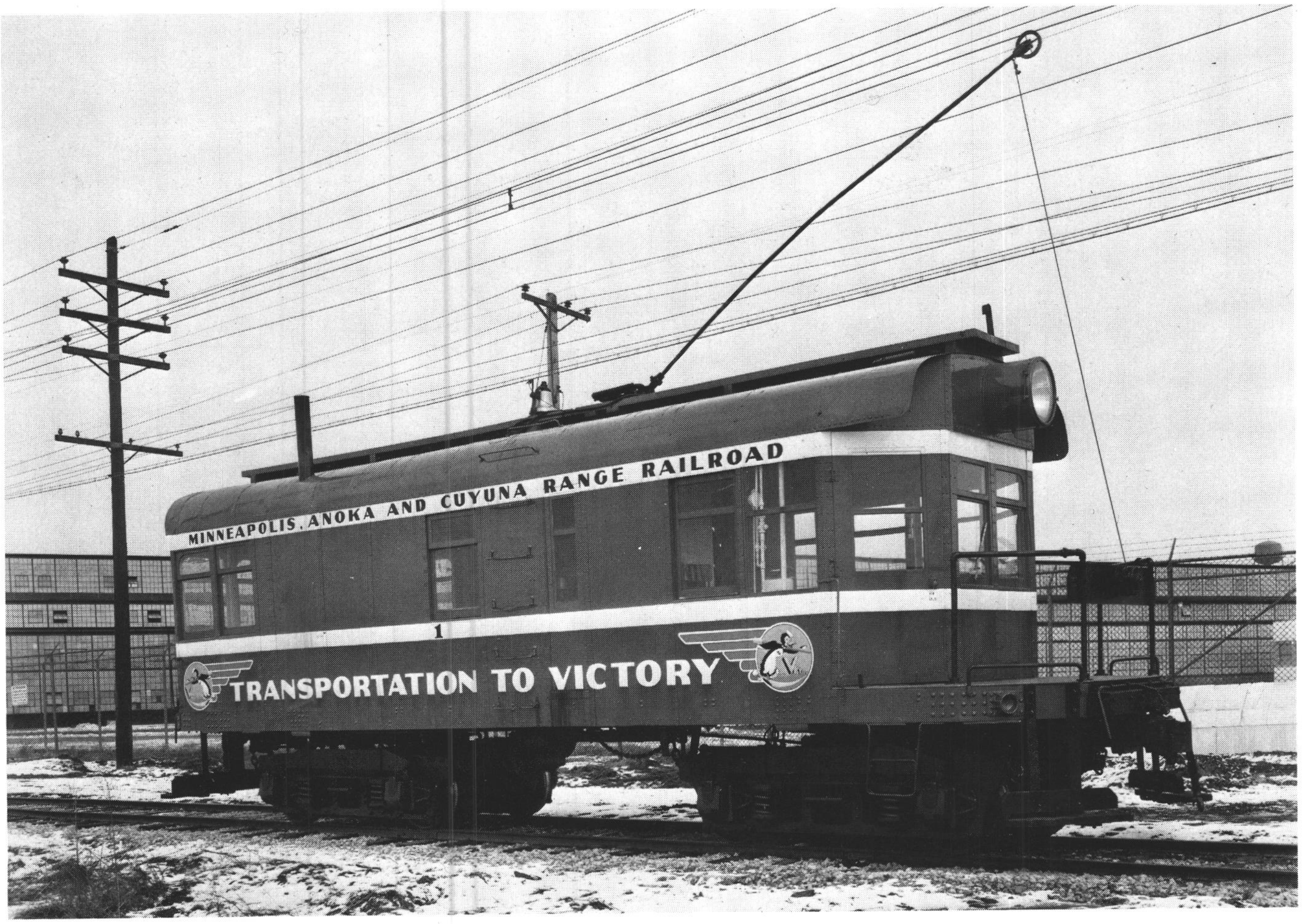
Above: Newly rebuilt passenger car 1 poses for an official portrait on October 10, 1943. The color scheme was red roof (white window trim), blue body with white letterboard and belt rail, black truck frames and underbody equipment; the winged symbol was black, orange, red, white and blue. (Northern Ordnance Inc.; James Foster collection)

Below left: Rebuilt passenger car 3 at the Anoka carhouse in November, 1943, used for switching freight cars until the agreement for Great Northern Ry. take-over was completed. (Joe Hutchinson collection)

Below right: Two of the rebuilt passenger cars were fitted with MCB couplers: on both ends of car 3, and on the "A" end of car 2. (Norman F. Podas)

TRANSPORTATION TO VICTORY

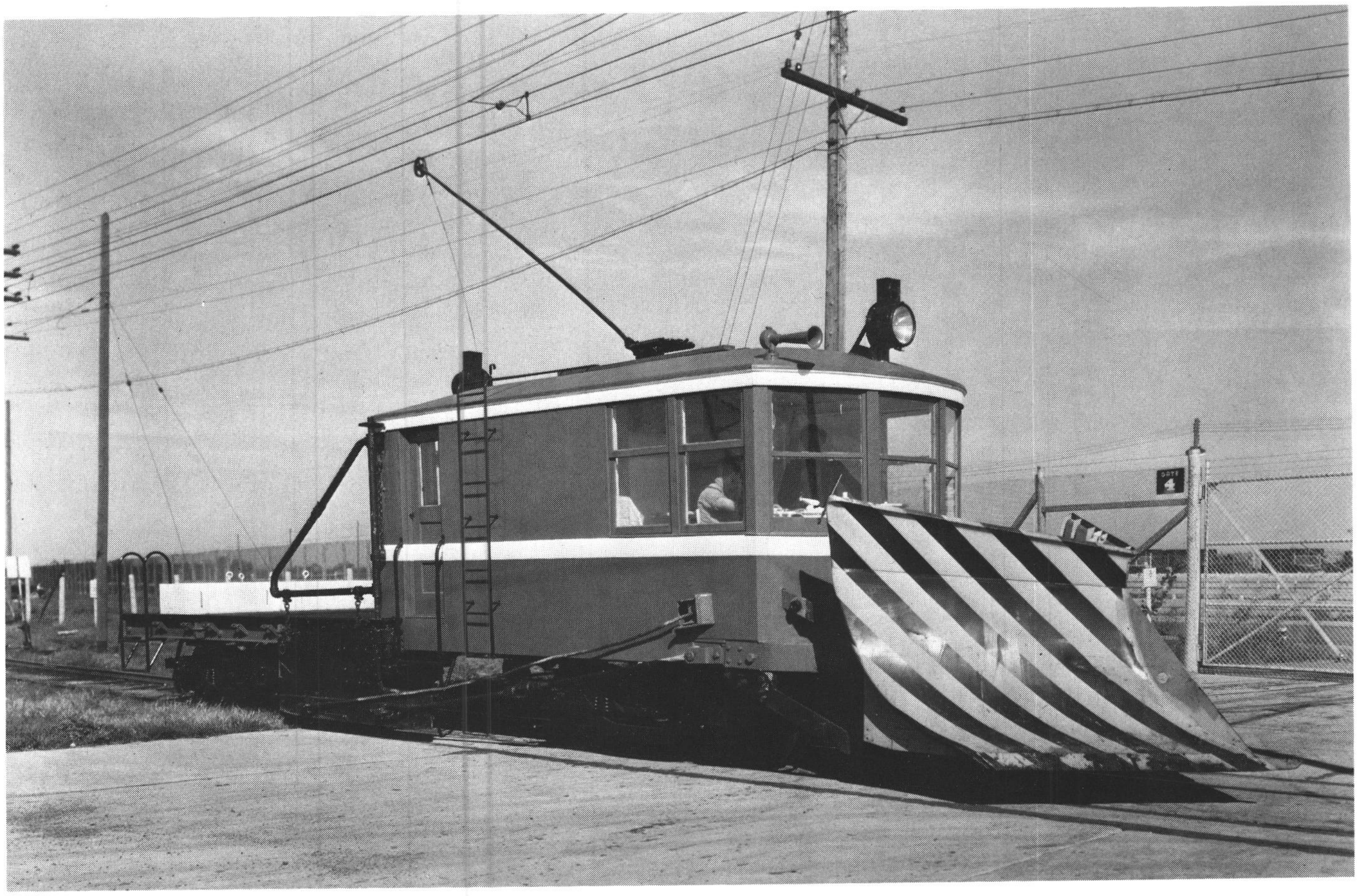



MINNEAPOLIS, ANOKA AND CUYUNA RANGE RAILROAD
1
TRANSPORTATION TO VICTORY

Above: Electric locomotive 1, formerly 100, on the main line at the Northern Ordnance plant, March 15, 1944.

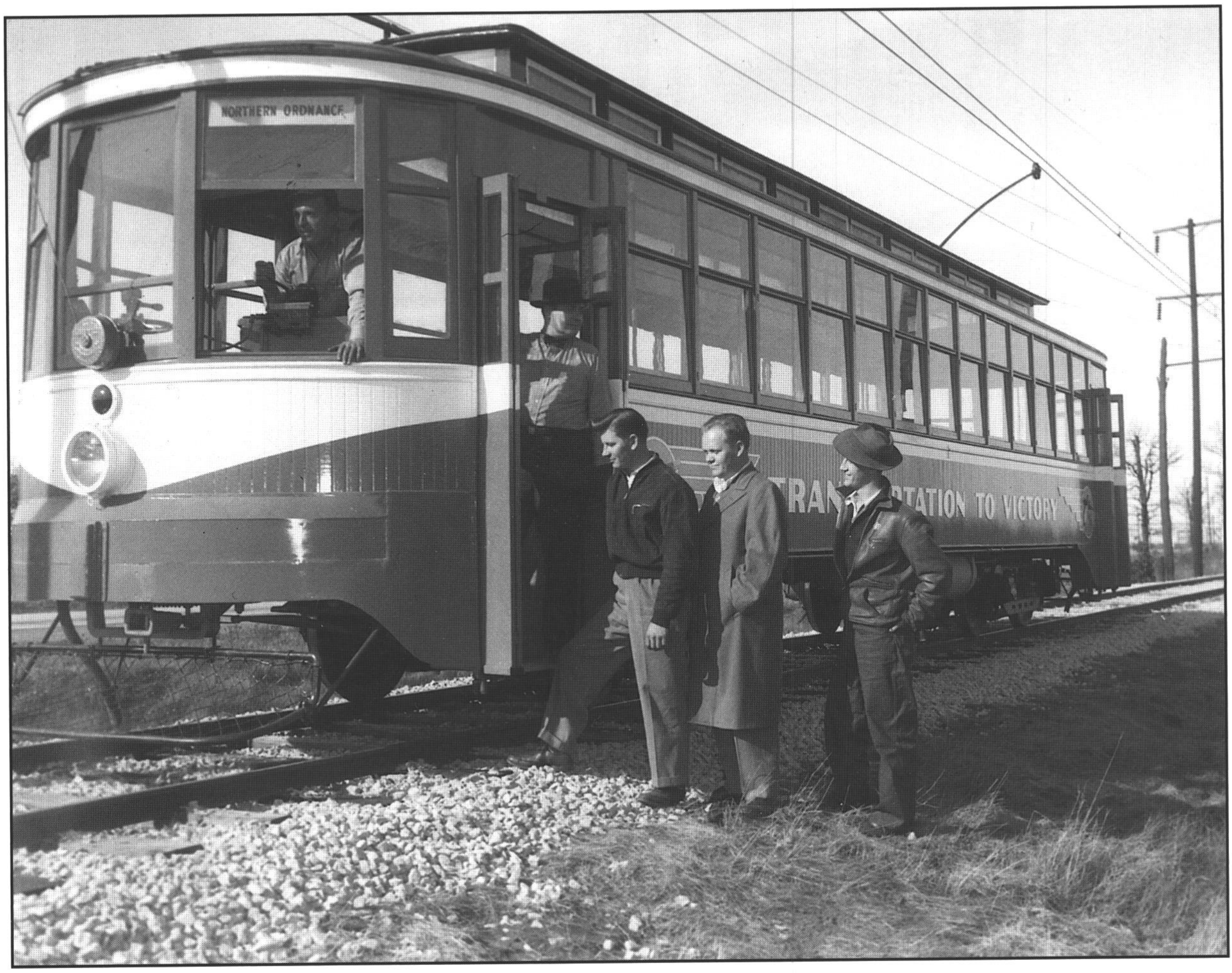
Below: Snow plow-locomotive 105, formerly 110, as it appeared after rebuilding in 1944. The photograph was taken October 18, 1946, after the wartime lettering and emblems had been removed. Color scheme for both 100 and 105 were: red roof, blue body with white trim, black truck frames and underbody equipment. The plow on 105 was painted with black and yellow stripes.

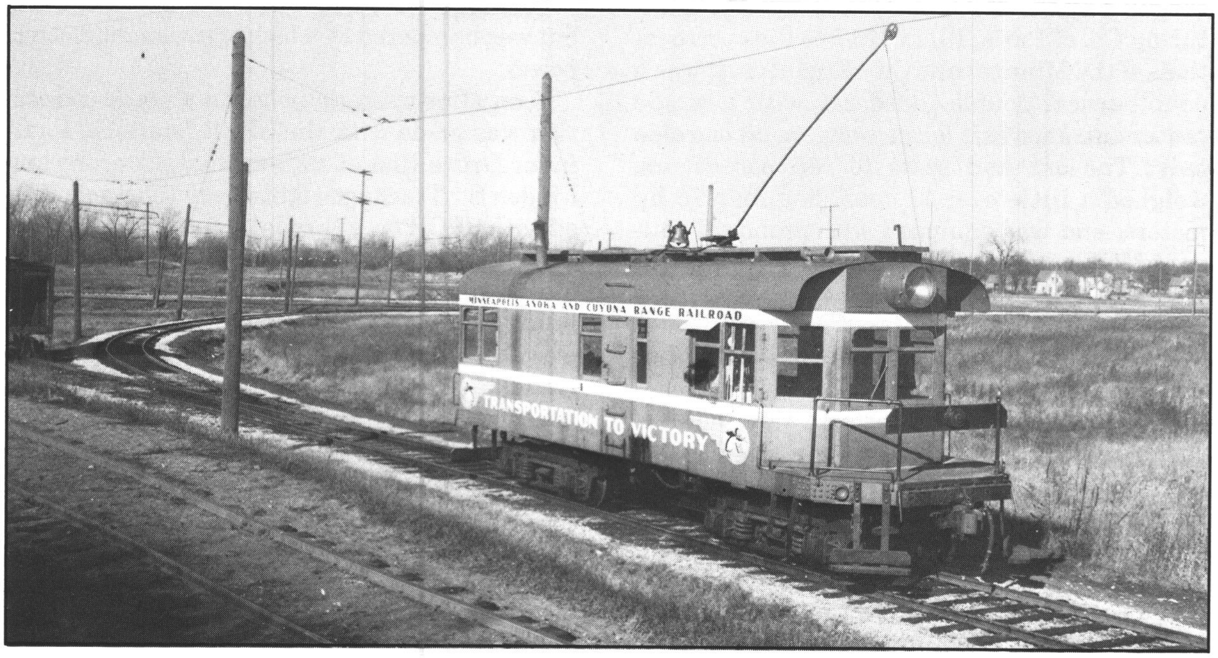
(Both photographs Northern Ordnance Inc.; James Foster collection)

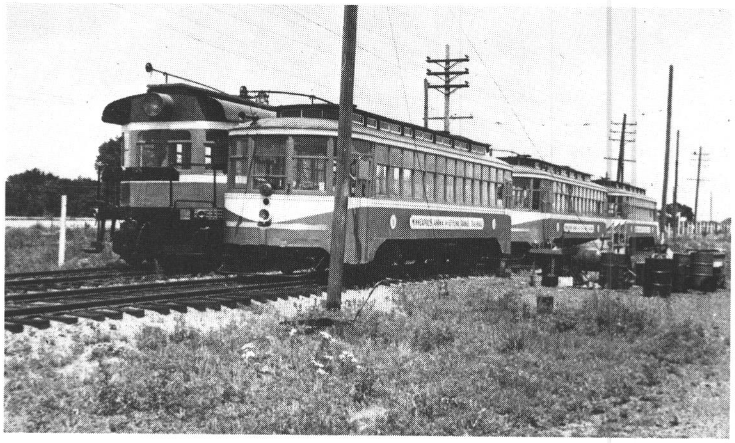


PV119ED
AVERY™

TRANSPORTATION TO VICTORY
FOREMAN CLARK
5 - 35


NORTHERN ORDNANCE
TRANSPORTATION TO VICTORY

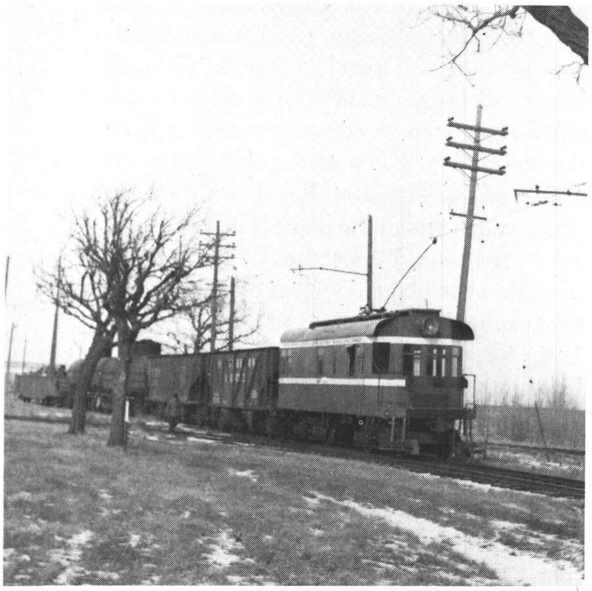

MINNEAPOLIS ANOKA AND CUYUNA RANGE RAILROAD
TRANSPORTATION TO VICTORY

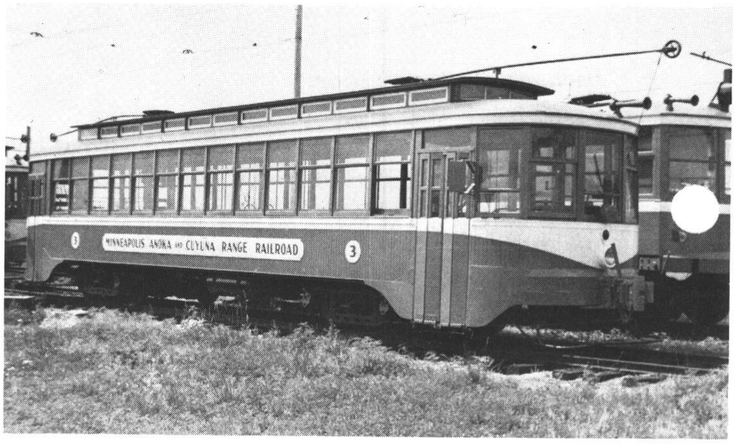


Above: The car storage yard at the Northern Ordnance Inc. plant.

Below: Locomotive 100 with a northbound freight train at the Minneapolis Filtration Plant spur in the early 1950's.

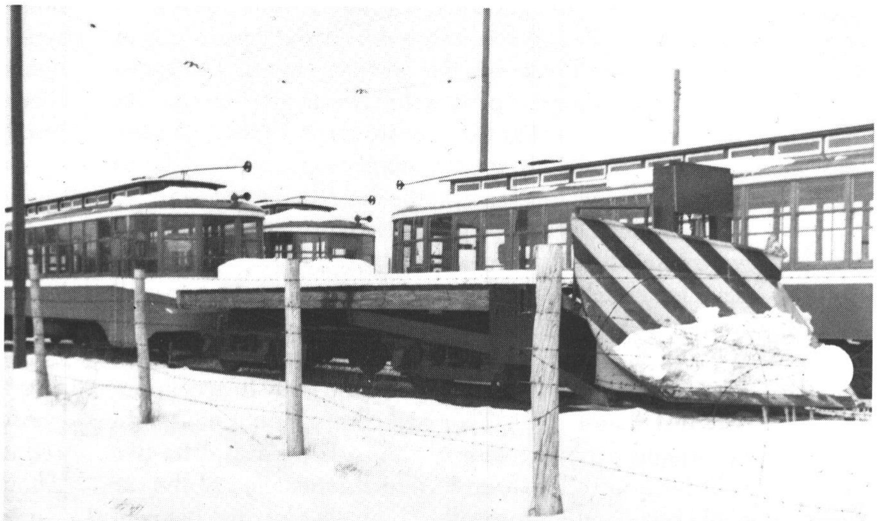
(Both photographs Norman F. Podas)

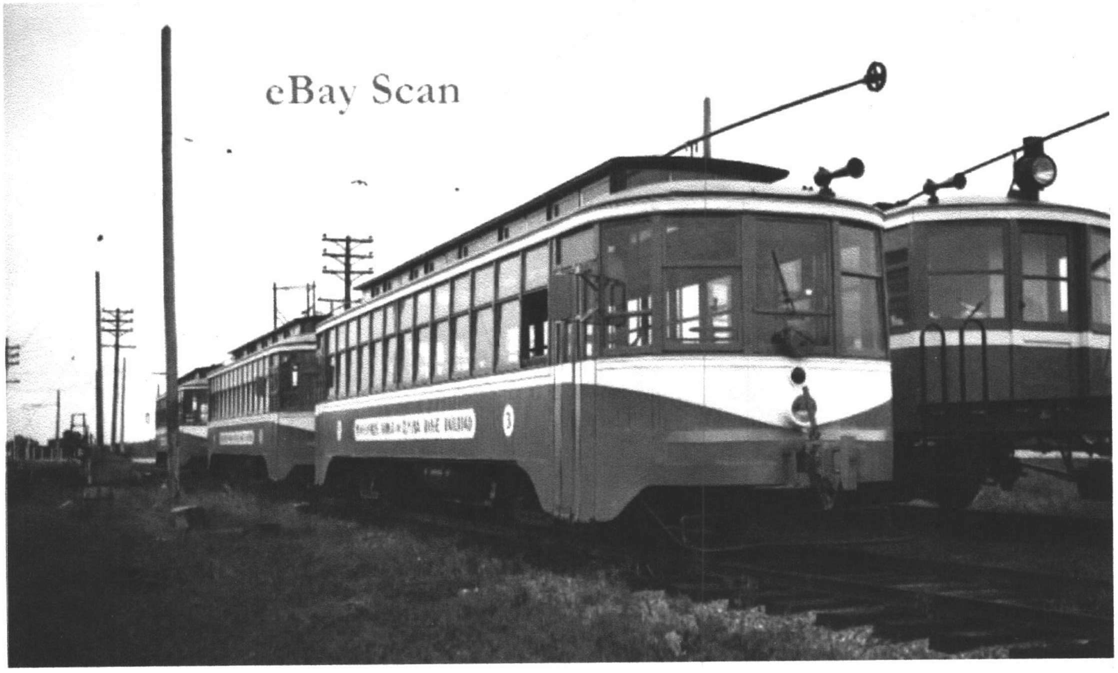



3
MINNEAPOLIS ANOKA AND CUYUNA RANGE RAILROAD
3

Above: The three passenger cars received revised lettering schemes after the war ended. This photograph of car 3 shows the result. (Norman F. Podas)

Below: This trailer snow plow was built from surplus equipment in 1949 after 105 had been sold. The coupled passenger car shows their final appearance after all lettering was removed in 1948. (Russell L. Olson)

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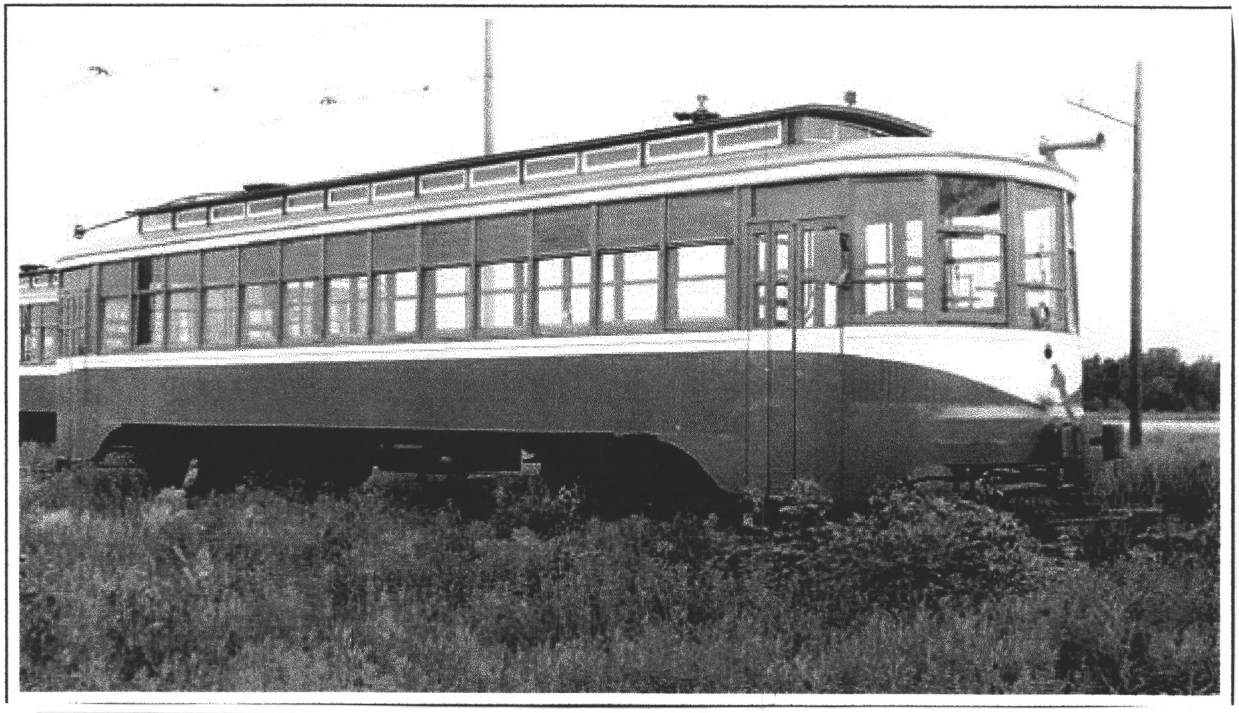
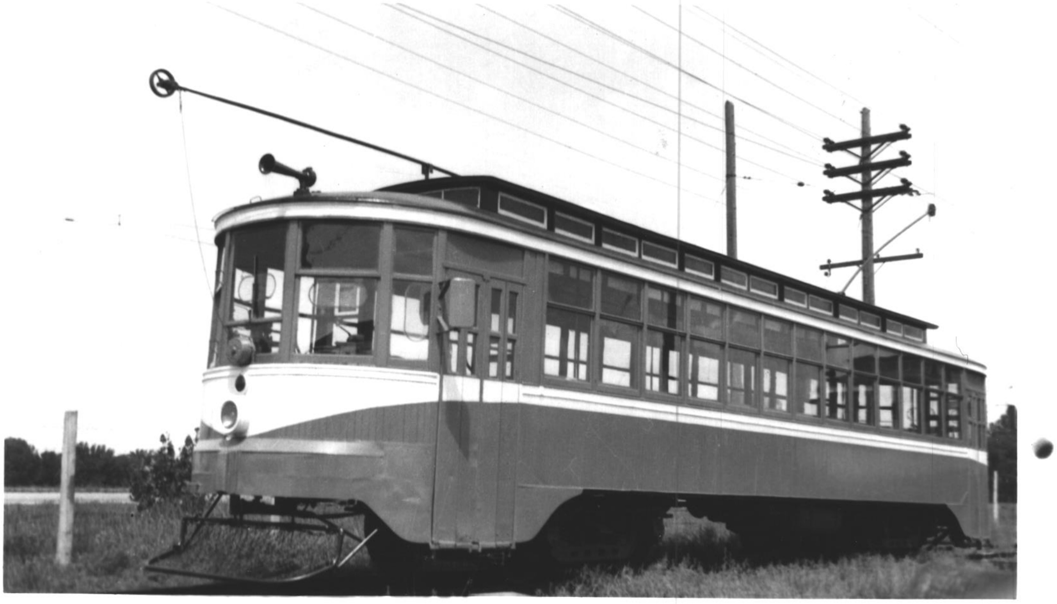
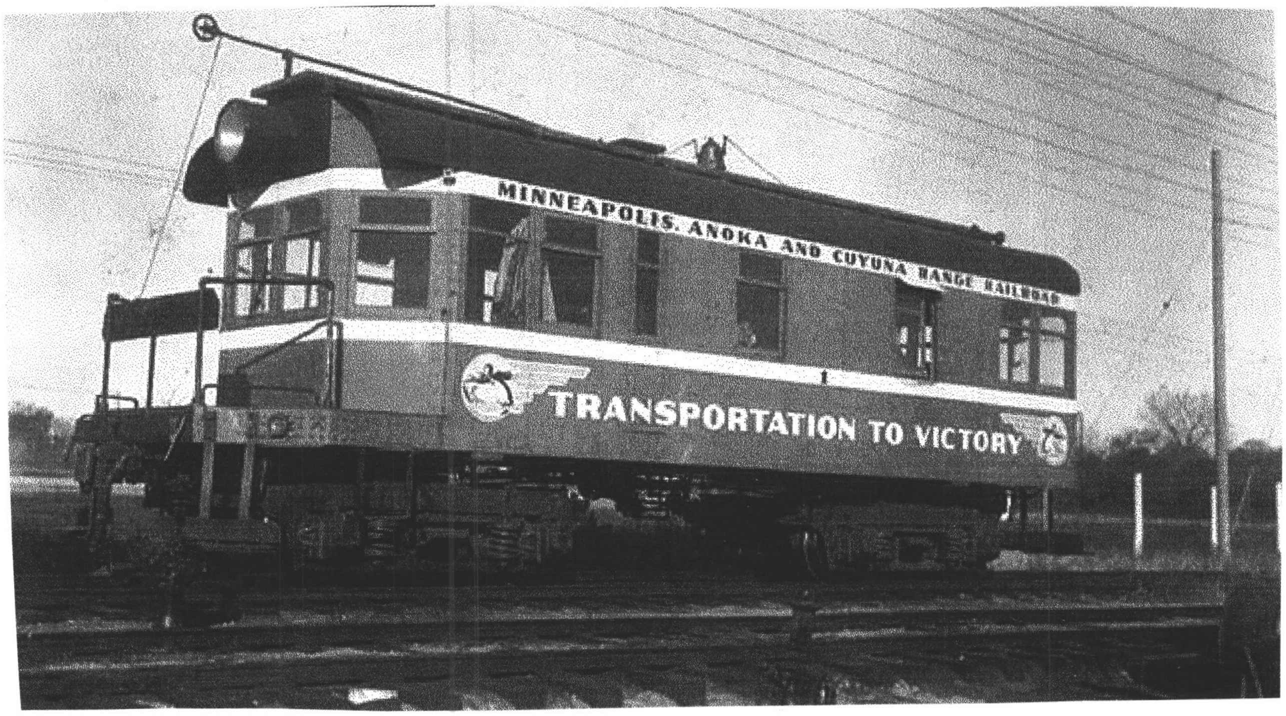
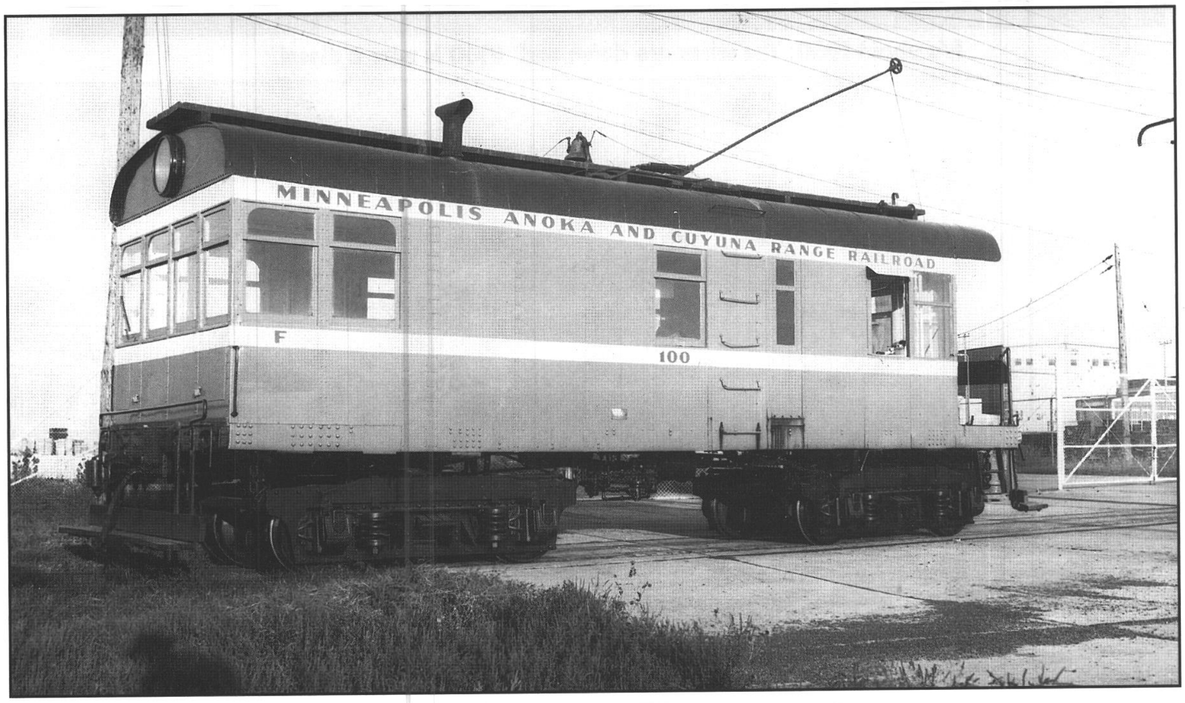
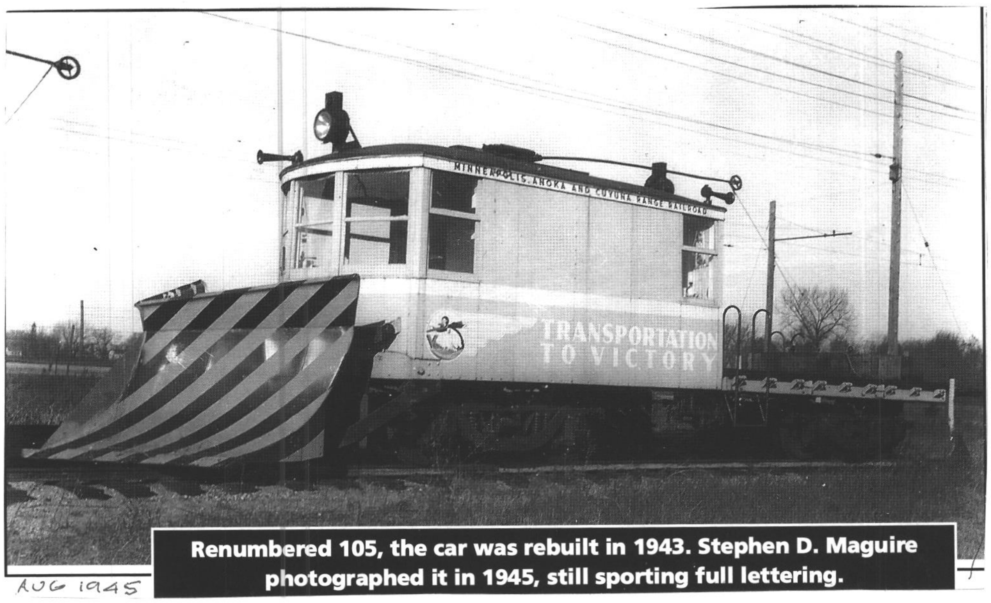





MINNEAPOLIS, ANOKA AND CUYUNA RANGE RAILROAD
TRANSPORTATION TO VICTORY

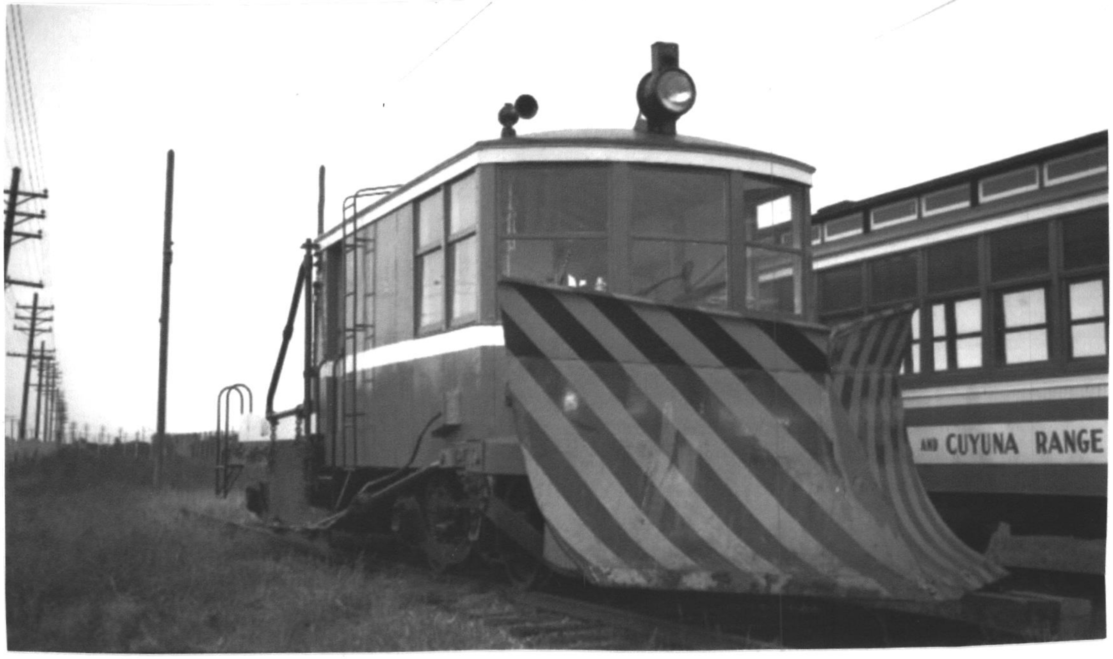

MINNEAPOLIS ANOKA AND CUYUNA RANGE RAILROAD
F
100

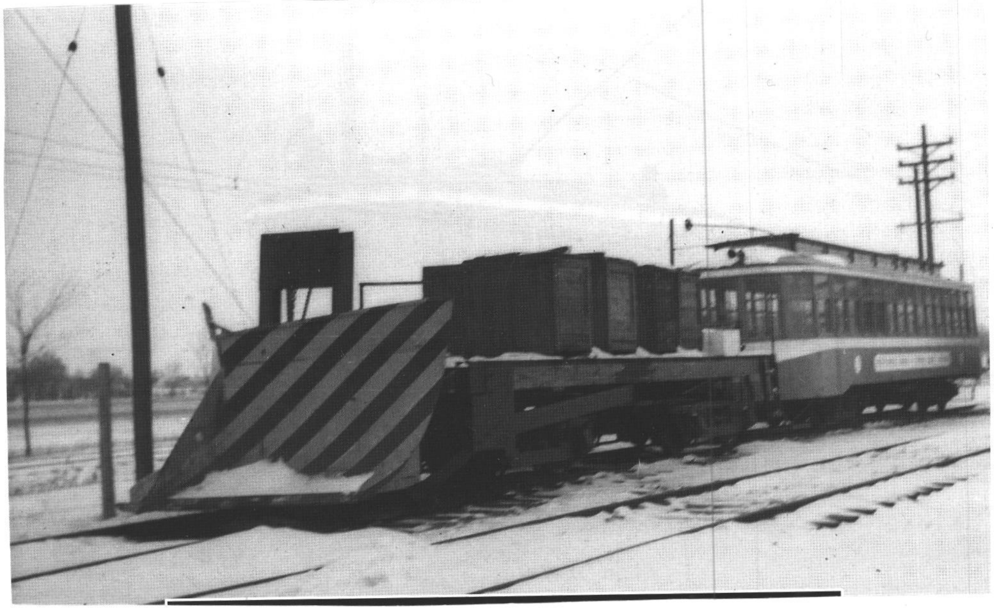

MINNEAPOLIS, ANOKA AND CUYUNA RANGE RAILROAD
TRANSPORTATION TO VICTORY

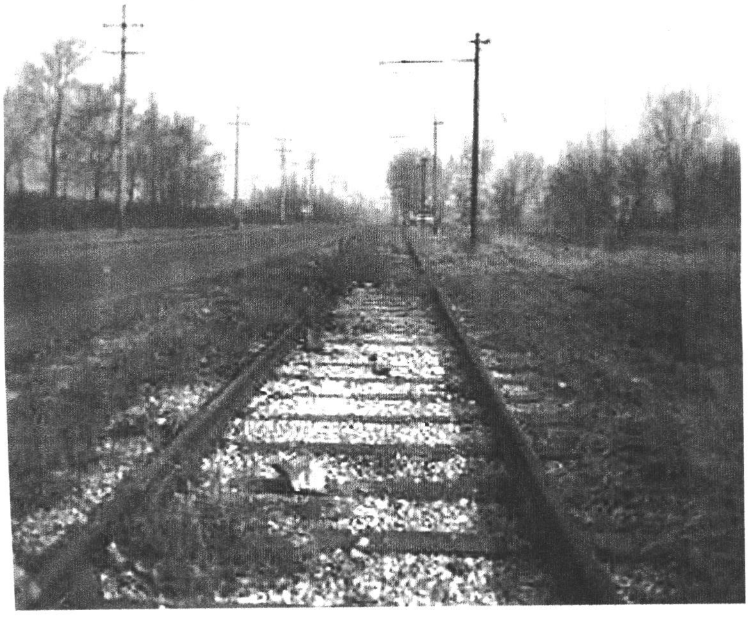
Renumbered 105, the car was rebuilt in 1943. Stephen D. Maguire photographed it in 1945, still sporting full lettering.

AUG 1945

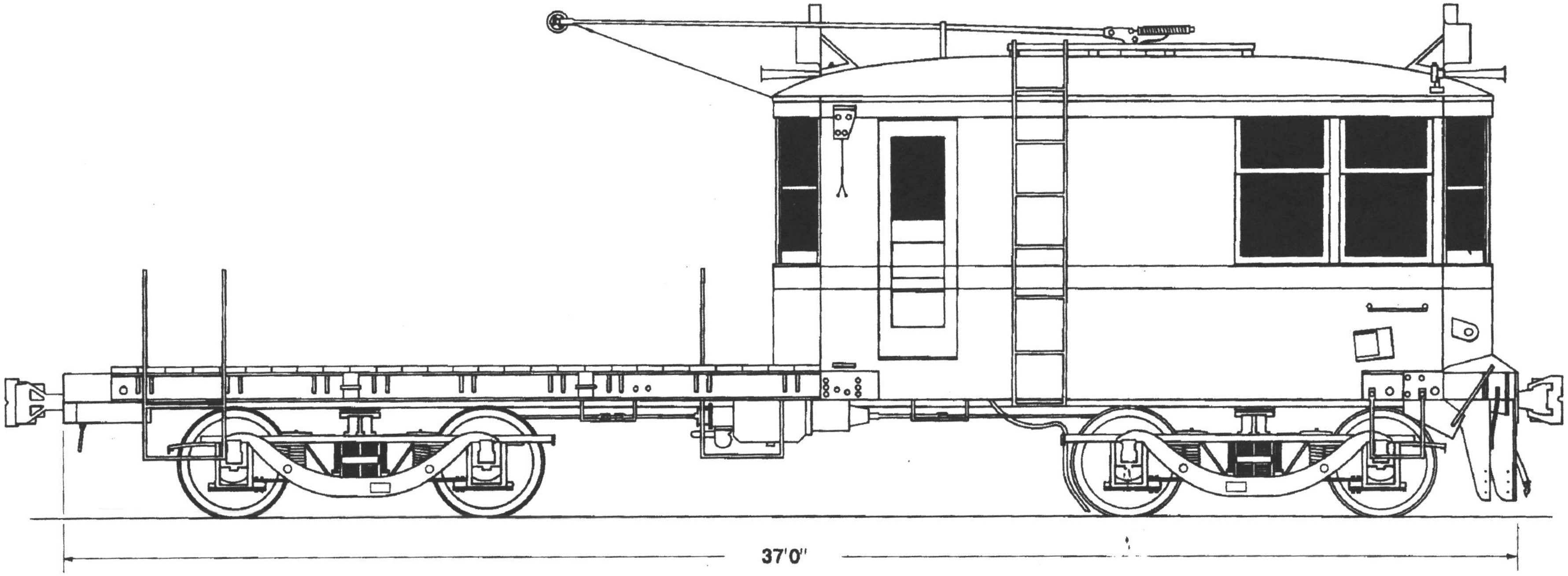
PV119ED AVERY™


AND CUYUNA RANGE

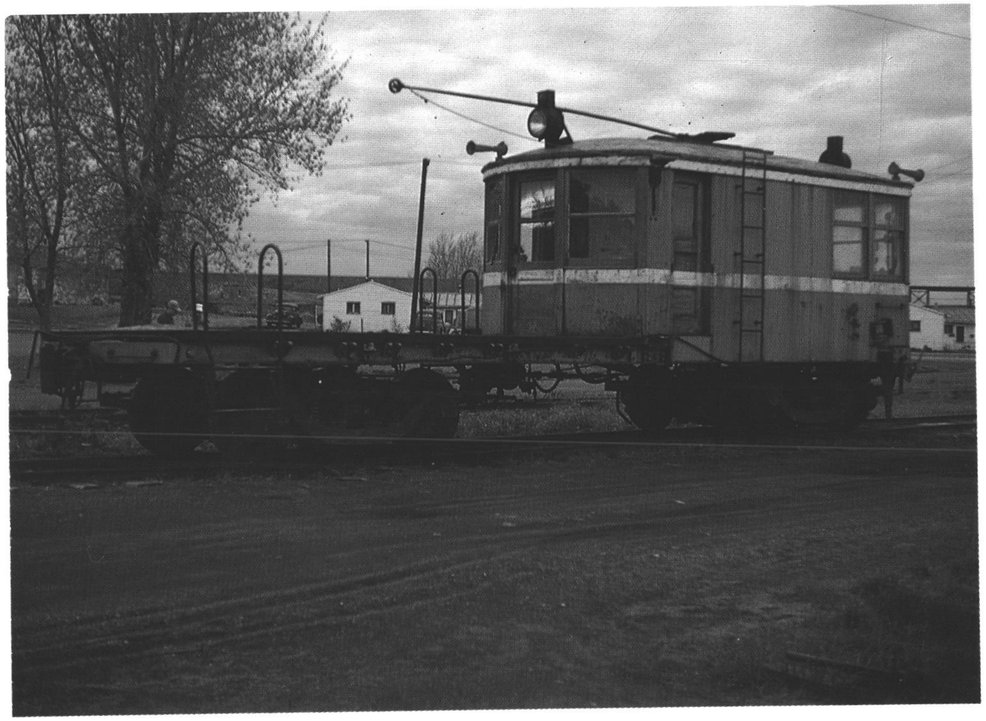




PASSENGER-ONLY TRACK ALONG MARSHALL ST. N.E.
1953



VALLEY CITY STREET AND INTERURBAN RY. CO.


G. KRAMBLES / May 26, 1953 / N. Valley City, ND

◄ VALLEY CITY STREET & INTERURBAN RAILWAY Unnumbered locomotive

Valley City-N. Valley City, ND	(+) December 18, 1905
Passenger service	(−) 1930s
Merged into Soo Line R.R.	(±) June 23, 1953
De-electrified and dieselized	(−) September 23, 1953
Miles of line	1.8
Power system	600 v DC trolley
Motor cars, 1953	This unnumbered car only
Length over buffer sills	37 ft.
Motors, quantity / builder / rating	4 / Wh 306 / 60 hp
Control, single or double end / type	DE / GE MK C101A
Builder / year built	Twin Cities RT / 1917
Acquired from / year	Mpls An & Cuy Rnge / 1944

The tiny Valley City line provided a rail link connecting the town center with the Soo Line and Northern Pacific Railroads, which passed close to, but at greatly different elevations from the town.

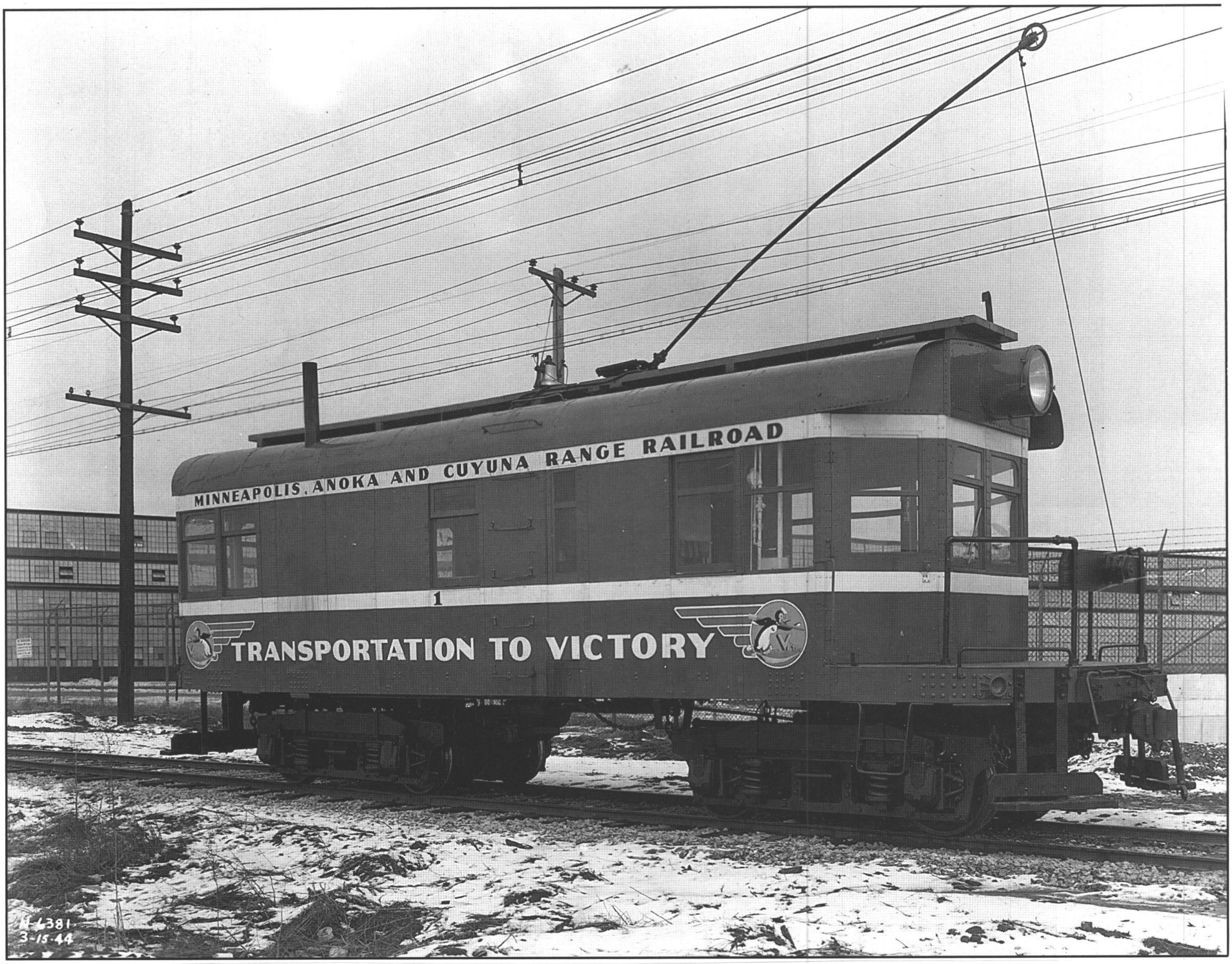
This car saw the rails of four electric railways, starting with those of its builder, then of the St. Paul Southern Electric Railway which folded in 1928, next of the Minneapolis Anoka & Cuyuna Range (and Northern Ordnance Co.), and finally, of the Valley City line.

9-20-00

Dick, (Stoner)

With regard to the Northern Ordnance Inc. emblem on the MA&CR double end cars, I have spent some time examining the photographs on page 487 and 488 of ERM. This is the result.

The circle outline and wing outlines are White. The penguin is Black with White underbody and sailor cap. The letters NP on his chest are Black. The penguin is carrying a naval gun barrel over his shoulder which probably should be U.S. Navy warship Gray on the muzzle end with a lighter Gray on the short breech end. The wings were a medium Orange. The sky within the circle would be light (sky) Blue. I just can't remember the colors of the "ground" on which the penguin is walking or the "road" leading to the word VICTORY. The letters in VICTORY were Orange with dark Red outlining. It does look as if the "road" could be the same light Gray as the naval gun barrel breech end. I do not remember any Green or BROWN for the "ground"; I wonder if it could be the same Grey as the naval gun barrel muzzle end.


MINNEAPOLIS, ANOKA AND CUYUNA RANGE RAILROAD
1
TRANSPORTATION TO VICTORY
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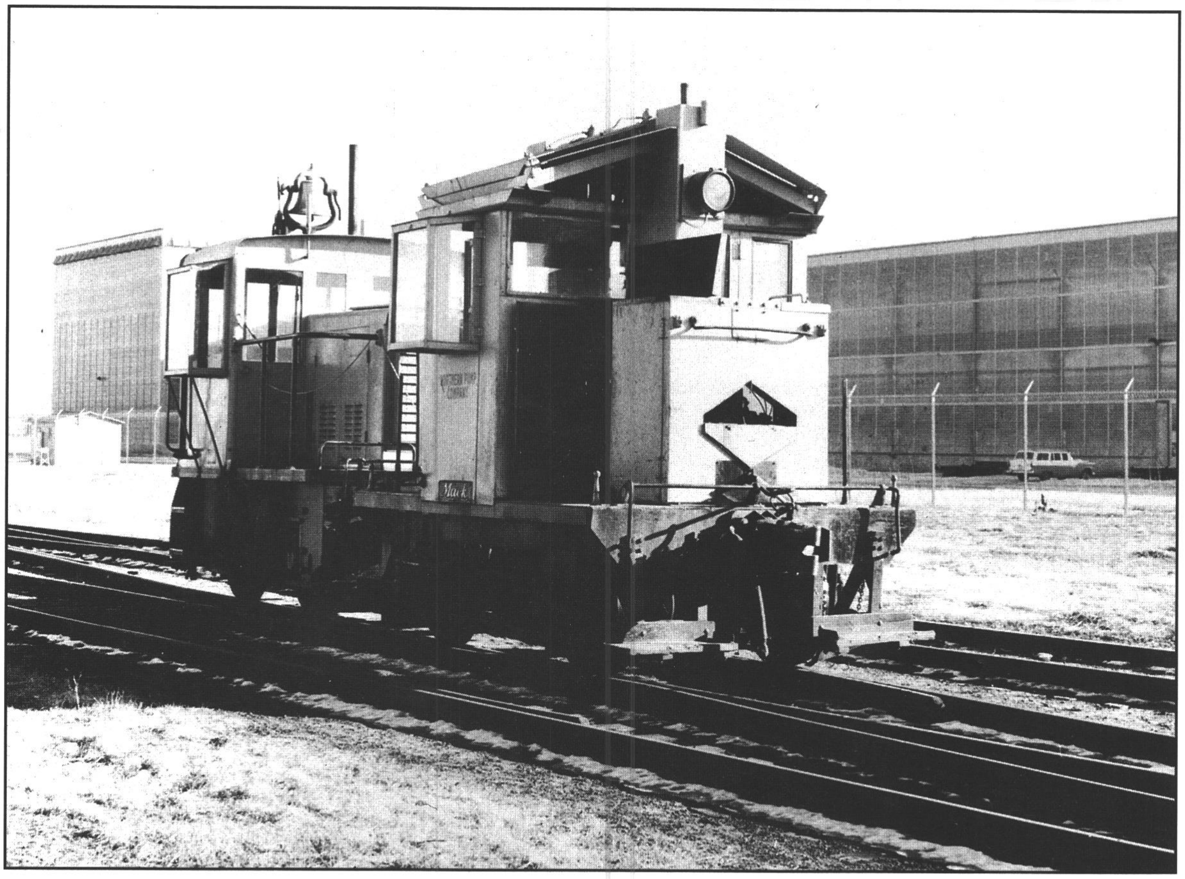
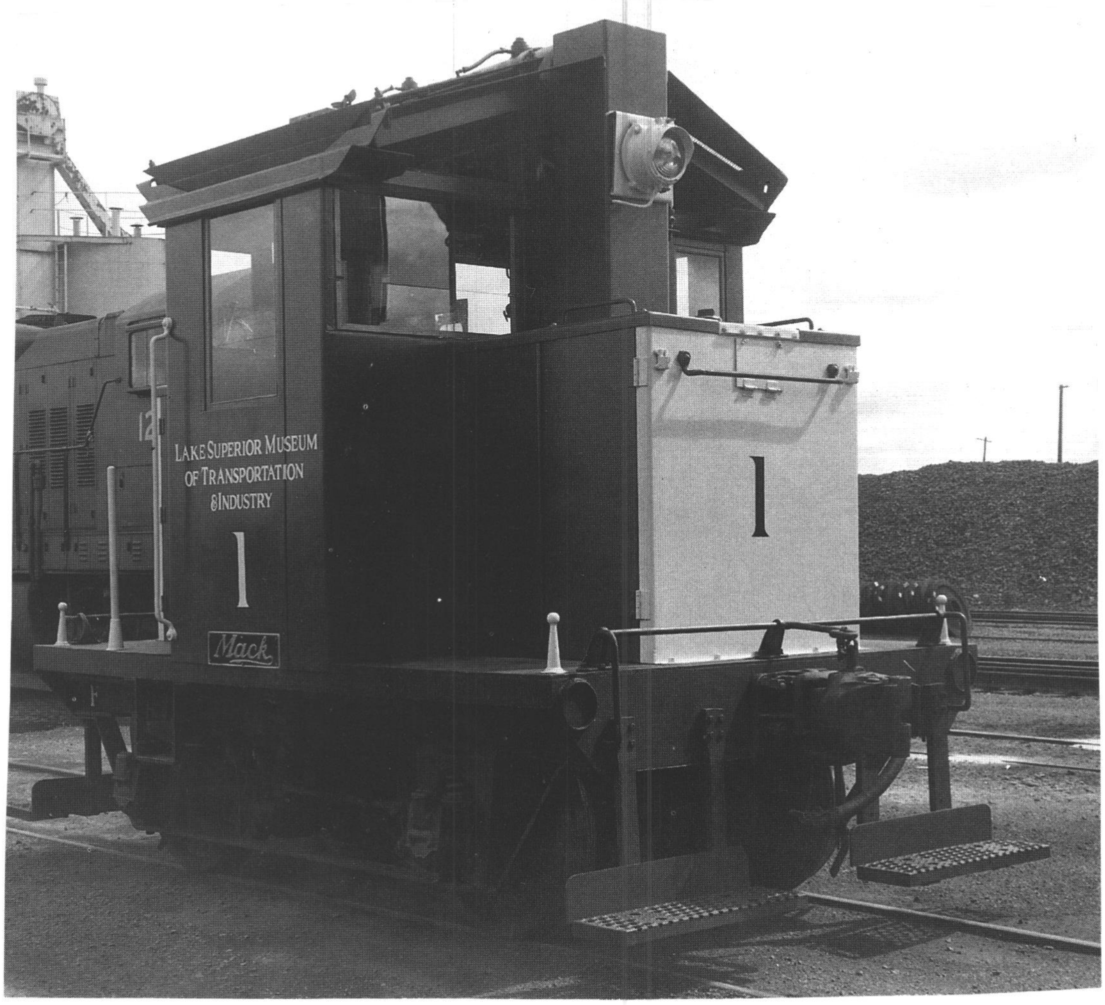


These two "critters" worked for Northern Pump in Fridley. The rear unit with the bell appears to be a GE, but what is that center cab? North East Minnesota Historical Society collection.



. Mack Trucks, Inc. built it at their Plainfield, NJ plant and sold it to the Fegles Construction Company of Minneapolis on May 26, 1931. It weighs 15 tons and was powered by a single Mack Model 1-AC 85 horsepower engine. At 3 mph it exerted 4300 pounds of tractive effort and could pull a 670 ton load. It was equipped with throttle and air brake controls on both sides of the cab.

It was subsequently operated by several owners, including Northern Pump. In April 1973, it was donated to the Lake Superior Museum of Transportation & Industry by the Hyman-Michaels Company of Duluth.

JOHN B. HAWLEY JR.

Hawley had joined Northern Pump in 1924 after graduating from Cornell University with a degree in civil engineering. He was a tinkerer and an inventor, and in 1928 he sold an invention to Northern Pump in exchange for a controlling interest in the firm. He became president, and in the 1930s began transforming the company into something closer to his grand dreams. Before Hawley took control, Northern Pump had been an unassuming firm with some fifty employees, most making pumps for fire engines. But in the mid-1930s, Hawley landed a contract to manufacture submersible pumps and other hydraulic equipment for the U.S. Navy. Northern Pump's payroll jumped to about two hundred, and its plant on Central Avenue in Minneapolis suddenly seemed very cramped.[11]

In 1940, with war raging in Europe and the United States engaged in a massive rearmament, Hawley went after a much bigger prize—a contract to build anti-aircraft guns for the navy. His sales pitch was typically grandiose. "I'm the only man who can defend America," he said. And while his boast was hyperbolic, it did carry a touch of truth. The fact was that, unlike many other cities across the country, the Minneapolis–St. Paul area still had plenty of highly skilled machinists available for war work. Hawley assured the navy that he could assemble a labor force capable of the precision work demanded of an arms manufacturer. He begged the navy to give him a chance and, eventually, the navy agreed. It awarded Northern Pump $50 million in contracts, the biggest of which called for one hundred five-inch .38-caliber gun mounts (each mount was essentially a self-contained weapon system, minus the barrel).

With the signing of the contracts, Northern Pump's Central Avenue plant was officially obsolete. The company acquired a 350-acre site in Fridley, just north of Minneapolis, and construction of a new $5 million production facility began in October 1940. By the fall of 1941, Northern Pump's workforce had swelled to around four thousand, and the Fridley plant was churning out "ack-acks" at a rate of one a day. (In British signalman's letter code, "ack" stood for "A"; "ack-ack" thus meant "AA," which was short for anti-aircraft.)

The navy was ecstatic about Northern Pump's performance (by the spring of 1942, production at the plant was already two years ahead of schedule), but many other manufacturers in the Twin Cities area were resentful. They accused Hawley of "scamping"—siphoning skilled machinists from a finite labor pool, using "fabulous wages"[14] as an incentive. In fact, Northern Pump paid its machinists only about five cents an hour more than the Twin Cities average. The incentives to work there lay elsewhere. Chief among the company's attractions was its overtime policy. Hawley paid his workers time and a half after logging forty hours, and Northern Pump machinists routinely worked twelve hours a day six or seven days a week.

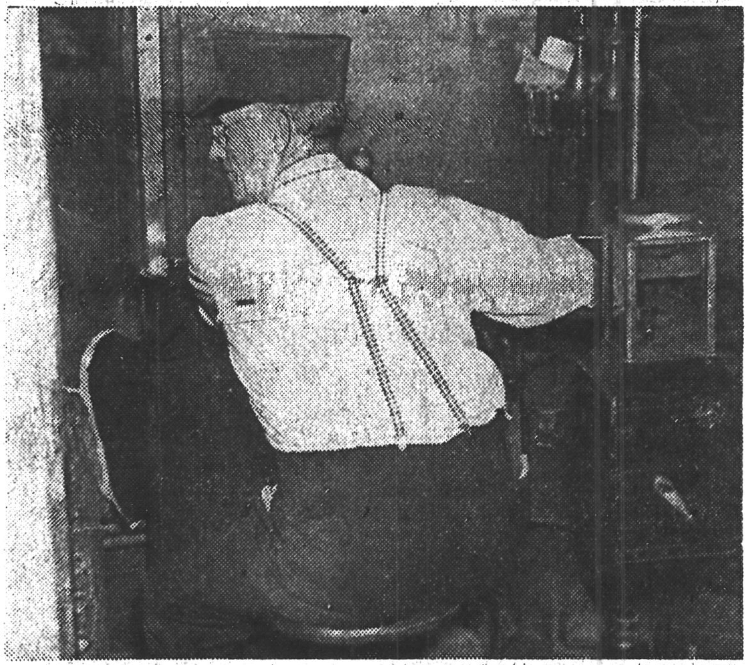
> *We are adequately supplied with every known form of labor saving machinery and 80 per cent of the men do a minimum of physical work. There are no piece work or incentive systems and if a man does not feel well, he does not have to come to work. If this place is not the worker's paradise for fine parking lot, clean washrooms, good food, excellent hospital, good lighting, etc., then it is the fault of John B. Hawley, Jr., president, because the navy gave him 100 per cent free hand to provide the finest machine shop in the world.*[16]

Unknown Source
Undated

Property of
Anoka County Historical Society

Transportation File #31

SAGA OF LAST (?) ANOKA CAR RIDE



HARRY ARMSTRONG, MOTORMAN
Drives old No. 2 on the last round trip

Modernity Catches Up with the Old, Red Trolleys

By WILLIS M. KIMBALL
Staff Writer for The Star-Journal

Well, sir, we might just as well write this story today.

Even if it wasn't the last run of the Anoka streetcar—even if the executives of the Minneapolis, Anoka and Cuyuna Range railroad crossed us up and continued the service for a couple of days more until the buses can take over—I swear it was MY last ride on old No. 2.

For sure!

There's a lot of sentiment connected with the old red streetcars that rock along a set of wavy rails northward beyond the end of Marshall street N.E.

Folks who commuted between Anoka and Minneapolis got sort of used to the old trams.

Many have been riding the cars for 25 years, more or less.

Yesterday was to be the end of the old line as far as passenger service is concerned.

Modernity caught up with it.

* * *

Paved roads and automobiles cut in until a straphanger on the line was unknown. In the last few years there has always been plenty

We boarded the old red car at Third avenue N. and Seventh street yesterday, prepared to be part of an epochal event.

We were going to be in at the death.

We were going to ride the last round trip with Harry P. Armstrong, veteran motorman of the line.

Mr. Armstrong was tossing cases of cartridges out the back end of the car onto a transfer truck.

The shells from Anoka's Federal Cartridge company, were part of his freight load.

A strong solid man with an affability born of tolerance, Mr. Armstrong wiped the sweat from his thinning brow and, after a few preliminaries, settled down to the man-sized job of coaxing the red car from Minneapolis to Anoka.

* * *

The car searched its way along First avenue N.

Suddenly, a big red truck swerved ontc the track, headed straight for the front end of the car and Armstrong.

Just as suddenly it swerved out of the path, its driver laughing and waving as he sped by.

* * *

"Doggone, they're always doing that to me," chuckled Armstrong.

It was the same story all along the line.

Folks played tricks on the old car and its driver—always with a smile. And they always got a smile or a bit of banter from their old friend the motorman.

* * *

Eight of us were aboard under Mr. Armstrong's care.

A sort of "Grand Hotel" on wheels. You know—"Nothing ever happens here. People come and people go, but nothing ever happens here."

But there was a hitch hiker on his way home; and a woman who years ago rode the car when she left Anoka to go to India.

Four Anoka residents who had been riding the car regularly for years spoke more or less philosophically about the old line's death.

Armstrong, meanwhile, was easing his car over the bumps and convolutions of the rails.

"Right up here," he shouted over the clatter, "is a bad spot. Jump the track here lots of times.

* * *

"There was a feller telling me once how a car left the track here. One man was standing up at the back end of the car. The feller told how this passenger slid down the aisle on the seat of his pants and slammed up against the motorman's back.

"He no more than finished telling me about it when this car jumped. Ran right into the bank and the feller piled up right on top of me."

MRS. FLORENCE B. JEPSON, BEN HAWLEY
Same car ride, different reasons

Mr. Armstrong is going to continue on the line, driving a car that will haul freight from Anoka to Thirty-fourth avenue and Marshall street NE.

Born in Michigan, educated in Wisconsin, he has been a miner on the range, mine owner in Arizona, and a number of other things previous to his becoming motorman for the Anoka line 13

Two other drivers, Kenn Watson and Ernest Brock, will continue with the line.

Back in the car, taking creaking jolts stoically, sat women. Mrs. A. A. Boyd of An and Mrs. Maude Pogue reckon they were sorry to see the line go—"it's been of good serv to us."

* * *

Mrs. John Beck who lives on route No. 4 a mile and a h from Anoka has been riding car nearly every day. "I gues can take the bus just as we she said.

* * *

Mrs. Mary Ebner of Anoka been riding at least once a we —she is an out-patient at Univ sity hospital. "It wil lbe good ride on something more moder she said.

Ben Hawley, face tanned, h bare, was carrying a black gl stone when he boarded the car

He was the hitchhiker bou for his home at Brainerd. He Detroit Thursday and made way out of Chicago Sunday.

* * *

He took the Anoka streetcar the first time in his life to rea the highway northward at a s away from city traffic.

This summer he has been b east and west. Once to the S Francisco fair. Once east " on a trip."

* * *

Mrs. Florence B. Jepson w aboard, too.

She is editor of the Minnes Clubwoman, organ of the Fede tion of Women's Clubs.

"I'm so happy to have this l ride," she said. "Years ago— was in 1915—we used to ride t car to Minneapolis to attend cla es at the University."

* * *

She was speaking of herself a her first husband, O. E. Lindstro

"We left Anoka in 1921," she said. "We went to India As I recall we rode this same car to reach the city at the beginning of our trip."

A year later, in India, Mr. Li strom died and she returned he

She was on her way to vi Mr. Lindstrom's sister, Mrs. Elm Freeman, who was visiting at t Lindstrom family home in Anol

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Colonel Leaves Snelling Positio

Col. Martin C. Shallenberg commanding officer of Third fantry at Fort Snelling since 19 left today to take over direct ship of the command and gene staff school at Fort Leavenwort Kan.